XIV.

VOL. II. FEBRUARY, 1849. NO. II.

THE

# WESTERN JOURNAL,

OF

AGRICULTURE, MANUFACTURES, MECHANIC ARTS, INTERNAL IMPROVEMENT, COMMERCE,

AND

# GENERAL LITERATURE.

Agriculture and the Mechanic Arts are the basis of Civilization.

M. TARVER & T. F. RISK,
EDITORS AND PROPRIETORS.

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THE

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## ART. I.—ST. LOUIS—ITS EARLY HISTORY.

The commercial importance of the territory acquired by the United States, under the treaty between this government and Mexico, is calculated to produce sudden and extraordinary changes in the commerce of the entire continent; but in no other part of our country will the effects resulting from this acquisition be so extensive and important, as in the Valley of the Mississippi. Believing, as we do, that the events of the present age will compel the construction of a railway from some point in the Valley of the Mississippi to the Pacific Ocean, we are forced to the conclusion that the principal seat of commerce in the United States will, in time, be transferred from the coast of the Atlantic to the banks of the Mississippi. Admitting the probability of such an event, it is natural to inquire where the great commercial city of this region is to be located; and as the merits of several points on the Mississippi river have been discussed, it has occurred to us that an account of the early settlement and progressive improvement of the city of St. Louis, would be acceptable to our readers at the present time. We do not propose to write a history of St. Louis—the facts and materials in our possession are not sufficient for that purpose. We simply aim to connect some of the leading facts in its early settlement, with those relating to its development as a commercial city.

The following account of the early settlement and history of St. Louis is extracted from the address of Wilson Primm, Esq., made on the anniversary of the founding of St. Louis, on the 15th day of February, 1847. We should have been pleased to have published this interesting document entire; but owing to the number of contributions on hand, we are compelled to select such parts only, as have reference to the more important events, and which bear more directly upon the object which we have in view. Having introduced his subject with much judgment and taste, the author proceeds with the following historical facts:

The treaty of Aix la Chapelle, in 1748, which provided for the restitution of conquests made from each other, by the three powers* before named, was silent as to the boundaries of their respective possessions, and still left ample scope for violent contention.

France was in possession of the Canadas, and claimed the country bordering on the Mississippi southwardly, that region having been explored by persons who were her subjects, and having been partially settled under her auspices. However little profitable at the time, to either nation, a maintenance of their respective possessions in such an unpeopled, unknown, and wilderness country, may have been, still, the desire of aggrandizement and extended possessions, which characterize England and France to this day, urged them on to maintain what they claimed to be their rights.

France commenced by endeavoring to connect her Canadian with her southern possessions. To do this, a chain of connection had to be established, and this, under the superintendence of her civil and military engineers, was effected by means of military posts along the lakes, and the Ohio and Mississippi rivers.

Here, I cannot abstain from remarking, that nearly all the places selected by the engineers of the French government, or its agents, either for the purposes of fortification or commerce, have, within less than a century, grown from mere *germs* into cities, which command the trade, the business, and the commerce of the entire west.

In a country of such vast extent, and then so little known, can we assert that it was a knowledge of localities and resources, which prompted such selections? Was it the mere intuition of genius which brought it about? Or was it the Power, greater than that of man, which so ordained it, that this land, without the sufferings and ailments of long continued adolescence, should at once, like Minerva, spring forth into full and matured existence and power?

The course thus pursued by France was offensive to England. Her jealousy could not brook the establishment of a line of defences, which, at the same time that it settled *by occupation*, the question of France's boundaries, left the British power exposed to the attacks, not only of the French, but of the Indian tribes; most of which were on terms of warm friendship and alliance with the French government.

This proceeding on the part of the French authorities, was consequently resisted by England. War ensued between them, and was waged with fierceness. Pittsburgh and Quebec are instances of the deeds that were done in that sanguinary contest.

At this time, the colonial settlements on the Atlantic seaboard, were under tha domination of England, and were necessarily involved in the conflict between their mother country and the French, who, afterwards, and in another contest, became their kindest and firmest allies.

The war thus commenced on the shores of the New World, terminated its career within the limits of the Old World, and the preliminaries of the treaty of Fontainbleau, in 1762, which were carried into full effect by the treaty of Paris, of the 16th of February, 1763, put an end to the celebrated seven years' war on the European continent.

*England, France and Spain.

By this treaty, England, besides being the undisputed possessor of the colonies on the Atlantic, acquired the Canadas and Louistana, lying east of the Mississippi, except the town of New Orleans and its territory.

This latter portion of country, claimed by the State of Virginia as her territory, was, after the American Revolution, ceded by her to the United States, under the name of the Northwestern Territory.

In consideration of the restoration of Havana and the greater part of the Island of Cuba, which had been conquered by the British, England, by the same treaty, acquired the Floridas from Spain.

By a *secret* treaty of the same date, the country lying *west* of the Mississippi, and which was then designated by the general appellation of Louisiana, was ceded by France to Spain; so that, at the date at which we speak, North America was under the control of the two powers of England and Spain.

The intercommunication between Europe and America was not, at that time, very rapid or definite; and it is fair to presume, that months must have elapsed before there was any promulgation of the settlement of conflicting interests, which had taken place between those three great European powers; and even when promulgated, we have every reason to believe, that there was a tardiness evinced, either the result of difficulty or fear, in the possessory acts of Spain, at least. For, it was not until the year 1768, that Spain exercised any permanent jurisdiction over the territory thus acquired by her, although as early as April, 1764, Mr. D'Abadie, the Governor General, had been directed to make known to the colony, the transfer which had taken place.

The English were more active in enforcing their rights under the treaty of 1763. As I intend to confine myself to those facts which more nearly concern the establishment of St. Louis, I note that *Fort de Chartres*, one of the chain of military posts established by France upon the line of her frontier, was surrendered to the English as early as the year 1765, some two years after the treaty, and some seventeen months after the foundation of St. Louis.

In the meantime, and until 1768, the province of Louisiana, which really belonged to Spain, remained under French laws and French jurisdiction.

*Fort de Chartres*, established in the American Bottom, a short distance above Kaskaskia, was garrisoned by French troops, and had become to the Province of Upper Louisiana, a nucleus, around which under the protection of the French government, numerous villages and settlements, on both sides of the Mississippi, had sprung into existence.

*St. Ange de Belle Rive* was the French commander at *Fort de Chartres*, and surrendered it to Captain Stirling, who had been appointed to take possession of it.

The transfer of possession from the French to the English control, was not pleasant to a race of men whose tastes, habits, religion and feelings, were so much at war with those of their new masters; and it is not a matter of surprise, that the descendants of those who battled against the British crown, in many a well-fought field, should leave their altars and fire-sides, and seek as they did, upon the western side

of the river, an abiding place, where nought should recall to their minds the idea of a subjection to a national, if not a natural foe.

It was during this state of the political and social aspect of the country, and whilst France was *de facto* governing the Province of Louisiana, that the first movement was made which resulted in the establishment of St. Louis.

In 1762, Mr. D'Abadie was Director General and Civil and Military Commandant of the Province of Louisiana under the French government. Invested with powers of almost a vice-regal character, he had control in Louisiana of all that pertained to governmental functions. The upper portion of Louisiana was but little known—its vast resources were unexplored—but to enterprising men there was enough known to warrant an undertaking, such as the Founder of St. Louis originated.

The lead trade, which was mostly concentrated at St. Genevieve, and the commerce in oils and peltries, which was in a measure monopolized by the neighboring small settlements and villages, still left abundant room for the development of the resources and capabilities of the upper Missouri and Mississippi rivers, and the countries bordering upon them.

The attempt to control the resources of a region so vast and unexplored, certainly required a sagacity of mind and an enduring firmness of purpose, which, from our knowledge of history would seem to have impelled a Columbus to the discovery of a new continent, and to have prompted such men as Cartier, LaSalle, and Hennepin, to the dangerous tasks which they undertook, and carried out with such daring.

In Pierre Ligueste Laclede was found a combination of the qualities which were required for such an undertaking. But we are left to deplore, that in the history of such a man, we can only start with the record of an act, eventful in our annals, and say that at a fitting time, he had been sent forth as the moving cause of great and wonderful results.

It was in view of the productive capacities and the resources of Occidental Louisiana, or rather of the Illinois, as this region was then called, that Laclede obtained from Mr. D'Abadie, in behalf of himself and others, the exclusive privilege, and the "necessary powers to trade with the Indians of Missouri, and those west of the Mississippi, above the Missouri, as far north as the river St. Peters."

The charter may have been granted by Mr. D'Abadie, more from motives of governmental policy, than from motives of personal kindness and friendship. The extension of settlements in Upper Louisiana would ensure an enlargement of French commerce and power, and would strengthen a claim to the exclusive right of navigating the Mississippi, which was even then entertained, and which, at a subsequent period, became a subject of such protracted and unpleasant negotiation between the American States and Spain.

The extent of the powers granted by this charter, cannot now, perhaps, be ascertained with precision; as no record, or even tradition of the same exists within my knowledge, beyond what has already been said. But, in consequence of the powers with which he was invested, Laclede formed an expedition, at the head of which he was placed, and started from New Orleans on the third day of August, 1763, for

the purpose of carrying into effect the powers which had been granted him.

On the third day of November of the same year, *three months* after his departure from New Orleans, he reached Ste. Genevieve, then a town of some note; but, finding no place suitable for the storage of his goods, and being still too far from the Missouri river, a proximity to which was an object of primary importance to him, he proceeded on to Fort de Chartres. This place was still in the possession of the French troops, the knowledge of the transfer to England being as yet unknown.

From thence, Laclede, in pursuance of the objects which he had in view, proceeded towards the Missouri river, in search of a suitable location—and, having fixed upon the site where our city now stands, he returned to the fort.

* * * * * * * *

In the beginning of February, 1764, Laclede left the *Fort des Chartres* for his point of destination, taking with him the men whom he had brought from New Orleans, a few from Ste. Genevieve, and some from the Fort and its neighborhood. On his route, passing through the town of Kahokia, then called "*Notre Dame des Kahokias*," he engaged several families to go with him to his proposed establishment.

On the 15th of February, 1764, Laclede and his party landed at the spot now occupied by our city, and proceeded to cut down trees and draw the lines of a town, which he named St. Louis, in honor of Louis XV, of France, a town which subsequently became the capital of Upper Louisiana, and which is now the commercial capital of Missouri.

* * * * * * *

In the year 1765, the Fort de Chartres was abandoned by the French troops, ostensibly because of the unhealthiness of its position, but really, because of its surrender to Captain Stirling, under the provisions of the treaty of Paris.

Mr. St. Ange de Belle Rive, the French commander of that fort, upon the surrender, removed with his officers and troops to St. Louis, on the 17th of July, 1765; and from that time, henceforth, the new establishment was considered as the capital of Upper Louisiana.

Immediately upon his arrival, St. Ange assumed the reins of government. Whence he derived his authority is unknown, for Mr. D'Abadie, about that time, had died, and his functions were exercised by Mr. Aubry, at New Orleans.

The inhabitants of St. Louis submitted to his authority without murmur, for they had always been accustomed to the mild and liberal policy of the French power; and even then, perhaps, the secret of their transfer to Spain, had been studiously concealed from them.

St. Ange called the inhabitants together, and by means of concessions or grants, which in the "*Livre Terrien*," form the basis of some of our most valuable titles, he granted to them the *title* to lands of which Laclede had only given them the *possession*.

* * * * * * *

From the time of its establishment, up to the year 1768, St. Louis had grown apace. The population had become settled; they had

erected dwellings of a comfortable character, and had improved and cultivated the neighboring lands. Every thing, in short, connected with their position and prospects, warranted the anticipation of a peaceful and happy existence, under a mild and patriarchal form of provincial government.

In the mean time, however, the fact of the cession of Louisiana, (not the terms of the cession,) had been made known at New Orleans. In 1766, whilst great dissatisfaction then prevailed, the Captain General, Don Antonio D'Ulloa, with Spanish troops, arrived there, and demanded possession in the name of Spain. This was refused, and the people of New Orleans indignant at a proceeding which had transferred them from hand to hand, like merchandize, drove back D'Ulloa from their shores.

In this state of *quasi* revolt, the population of Lower Louisiana remained, clinging to their loved government of France, until the arrival of Count O'Reilly, in 1769. The inhabitants of Upper Louisiana, fewer in numbers, and incapable of such resistance as had been manifested by their southern brethren, were compelled to submit to Spanish authority. Accordingly, we find that on the 11th of August, 1768, Mr. Rious, a Spanish officer, with Spanish troops, perhaps the very same that had been driven from New Orleans, arrived at St. Louis, and took possession of Upper Louisiana, in the name of his Catholic Majesty.

It would seem that the authority of Rious did not extend beyond the mere act of taking possession, for there is no record extant of the exercise of any civil authority on his part. On the contrary, we find from the archives that St. Ange continued until the beginning of 1770 to perform official functions.

Contenting himself with the performance of a mere possessory act, Rious, with his troops, on the 17th of July, 1769, evacuated Upper Louisiana, and returned to New Orleans—doubtless to aid O'Reilly in the occupation of the lower portion of the Province. In August of the same year, Count O'Reilly took possession of Lower Louisiana, and enforced submission to his power at once, by acts of great severity towards the leaders of the disaffected.

The transfer from France to Spain under the treaty of cession, having been thus completely effected, O'Reilly immediately established laws for the regulation of the whole Province; and in his capacity of Governor and Intendant General, he deputed Don Pedro Piernas to be Lieutenant Governor and Civil and Military Commandant of Upper Louisiana.

On the 29th of November, 1770, Piernas arrived at St. Louis, but it does not appear from any record or other evidence, that he entered into the exercise of his functions until the month of February following.

The inhabitants were soon reconciled to the change of dominion, for Piernas tempered all his official acts with a spirit of mildness, which characterized the course of nearly all his successors. Such measures were, indeed, imperatively required towards men who had come with ill humor under the Spanish power, and who would not, otherwise, have hesitated to follow the example before set by their brethren at New Orleans.

The policy thus pursued, brought about the strongest attachment to Spain; and when in 1800, the retrocession to France took place, the people manifested the deepest regret and dissatisfaction.

The mildness of the form of government, the liberal spirit with which grants of valuable lands were made, in connection with the advantages which the trade of the country presented, soon attracted immigration from the Canadas and Lower Louisiana. Settlements were formed along the Missouri and Mississippi rivers; and as early as 1767, *Vide Poche*, afterwards called CARONDELET, in honor of the Baron de Carondelet, was founded by Delor de Tregette. In 1776, *Florissant*, afterwards called ST. FERDINAND, in honor of the King of Spain, was founded by Beaurosier Dunégant; and in 1769, *Les Petites Côtes*, now ST. CHARLES, was established by Bianchette Chasseur; and numerous other small settlements sprang up, on the borders of the two rivers before named, and in the interior of the country.

Piernas was succeeded in his office of Lieutenant Governor, by Don Francisco Cruzat, in 1775, and he in his turn was supplanted by Don Fernando de Leyba, in the year 1778.

In February, 1779 the inhabitants of St. Louis, owing to rumors respecting the movements of the Northern Indians, became alarmed for their safety, and proceeded to erect temporary works for the defence of the town. The author says:

The territory on which St. Louis stood, that on which several other towns had been located, and the surrounding country, were claimed by the Illinois Indians; but they had acquiesced in the intrusions of the whites, and had never molested them. But, when the rumor of an attack upon the town began to spread abroad, the people became alarmed for their safety.

The town was almost destitute of works of defence; but the inhabitants, amounting to a little more than a hundred *men*, immediately proceeded to enclose it with a species of wall, formed of the trunks of small trees, planted in the ground, the interstices being filled up with earth. The wall was some five or six feet high. It started from the *half moon*, a kind of fort in that form, situated on the river, near the present *Floating Dock*, and ran from hence a little above the brow of the hill, in a semi-circle, until it reached the Mississippi, somewhat above the *bridge*, now on Second street. Three gates were formed in it, one near the bridge, and two others on the hill, at the points where the roads from the north-western and south-western parts of the common fields came in. At each of these gates was placed a heavy piece of ordnance, kept continually charged, and in good order. Having completed this work, and hearing no more of the Indians, it was supposed that the attack had been abandoned. Winter passed away, and spring came; still, nothing was heard of the Indians. The inhabitants were led to believe that their apprehensions were groundless, from the representations of the commandant, Leyba, who did every thing in his power to dissipate their anxiety, assuring them that there was no danger, and that the rumor of the proposed attack was false. The month of May came, the labors of planting were over, and the peaceful and

happy villagers gave themselves up to such pursuits and pleasures as suited their taste.

In May, 1779, "numerous bands of the Indians, living on the lakes and the Mississippi—Ojibeways, Menominies, Winnebagoes, Sioux, Sacs, &c., together with a large number of Canadians, amounting in all to upwards of 1400, assembled on the eastern shore of the Mississippi, a little above St. Louis," and having crossed the river on the 26th day of May, they made an attack on a portion of the men who were in the fields. The inhabitants of the town repelled the attack with spirit and bravery, but the greater part of a company of militia, that had been brought from Ste. Genevieve to aid in defence of the town, either through fear or treachery, hid themselves in a garret, during the attack—while the Lieutenant Governor, Leyba, who, as it was believed, had been bribed by the British, was guilty of the most open acts of treachery to the citizens. From eighteen to twenty of the inhabitants fell in this battle; but it does not appear that any of the assailants were killed. Of this attack the author says:

It forms an era in the history of the place; and the year in which it occurred has ever since been designated by the inhabitants, as the *year of the blow*—"L'année du Coup."

Leyba, aware that representations of his course had been specially forwarded to the Governor General at New Orleans, and fearful of the consequences, and unable to bear up under the load of scorn and contempt which the inhabitants heaped upon him, died a short time after the attack, suspected by many of having hastened his end by poison.

Upon his death, Cartabona performed the functions of government until the following year, when Cruzat returned to St. Louis, and assumed the command as Lieutenant Governor a second time.

There can be no doubt that Leyba, like another Arnold, was seduced into defection from his duty; and that it was only the unflinching daring of the people of St. Louis, that saved this infant outpost from utter destruction.

* * * * * * *

During the second administration of Mr. Cruzat, was witnessed the rise of the Mississippi, which has formed an epoch with the ancient inhabitants, and which, from its extent, has been called by them "L'Année des grandes Eaux," *the year of the great waters.* The river rose thirty feet above the highest water mark ever known; the town of Kaskaskia was nearly swept away; the low lands on the eastern shore of the Mississippi, as far back as the bluffs, were so completely overflowed, that men went through the woods to Kaskaskia in boats and barges. The bottoms, being at the time but thinly settled, this rise caused but little destruction of property.

This rise occurred in April, 1785, and in the annals of St. Louis, is only paralleled by the rise of 1844, with which we are so familiar.

Under this administration, too, were begun those fortifications, which,

until a few years past, were in existence along the brow of the more elevated part of the town.

The fortifications consisted of a square building, called the *bastion*, situated at the northern extremity of the hill, nearly opposite the half-moon; of a circular fort, directly south of the bastion, and situated on what is now called Olive street; of another circular building, which served both for a fort and prison, south of that last mentioned, and situated on Walnut street; of a circular fort, in a line with and south of the others, situated at the extremity of the hill, near what is called Mill Creek; and, finally, of another circular fort, east of the latter, and somewhat above the bridge near the river. All of these fortifications were provided with ammunition and artillery, and soldiers were kept constantly on guard in them. The forts, besides, were connected together by a strong wall, made of cedar posts, planted upright in the ground, fitted closely together, and with loop-holes for small arms between every two. These precautionary defences had been dictated by the danger which had been incurred, and which was fresh in the recollection of all, and probably had the effect of preventing any farther assaults upon the place. The inhabitants were never afterwards molested.

By the treaty of St. Ildefonso, of the first of October, 1800, Spain, under certain conditions, retroceded the property and sovereignty of Louisiana to the French Republic, notified the Intendant of that Province, in July, 1802, of the act of retrocession, and ordered him to deliver it up to the French commissioners. It was not, however, until the month of December, 1803, that the Spanish authorities transferred the possession to Mr. Laussat, the French commissioner.

In the meantime, as early as the 30th April, 1803, Mr. Jefferson, with a forecast which the lapse of only the half of a century has stamped with the seal of the greatest political wisdom, had concluded a treaty, by which France sold Louisiana to the United States, for fifteen millions of dollars.

The embarrassed condition of France, and her deranged finances at that time, resulting from her numerous and complicated wars—and the fact that such a transfer would promote mutual interests, and strengthen mutual friendships, fully justified France in the act.

Gov. Claiborne and Gen. Wilkinson were appointed by the government of the United States as commissioners, and on the 20th of December, 1803, at New Orleans, the possession of Louisiana was transferred to them, by Mr. Laussat.

Amos Stoddard, a captain of artillery in the service of the United States, and to whom we are indebted for an admirable historical sketch of Louisiana, was constituted by the French Republic, as her agent for receiving from the Spanish authorities, the possession of Upper Louisiana. Accordingly, he arrived at St. Louis, in March, 1804; and to use his own words, "in her name, received possession of that Province, on the ninth day of March, 1804, and the next day transferred it to the United States."

* * * * * * *

Congress soon provided for the temporary government of the country thus acquired by the United States, and Stoddard was appointed to

exercise all the powers and prerogatives of the Spanish Lieutenant Governor, in Upper Louisiana.

* * * * * * *

In his sketches of Louisiana, Stoddard says that St. Louis has two long streets, running parallel to the river, with a variety of others intersecting them at right angles. This statement is only partially correct, for the street now called Third street then existed, and was known as "La Rue des Granges,"—*the street of the barns*. And in the common parlance of the country, First street bore the appellation of "La Rue Principale"—*the principal street;* and Second street that of "La Rue de L'Eglise"—*the street of the church*, from the fact that the only church building of the town fronted on that street. This was a structure of hewn logs, planted upright in the ground, and covered with a roof, the eaves of which projected beyond the body of the building, and formed a kind of gallery or promenade around it. Some of the pews which were in that old church, still occupy a place in the Catholic Church of the town of Carondelet.

At the time before mentioned, according to Stoddard, St. Louis contained about one hundred and eighty houses, and a population in its district, of some two thousand two hundred and eighty whites, and some five hundred blacks—three-fifths of the population of Upper Louisiana being Anglo-Americans.

* * * * * * * * *

On the 26th day of March, 1804, the country was constituted a District of the United States, under the name of the District of Louisiana, and, on the 1st day of October of the same year, WILLIAM HENRY HARRISON, then Governor of the Territory of Indiana, and of the District of Louisiana, instituted the American authorities here, by the establishment of a code of laws for its government, under the provisions of the Act of Congress of 26th March, 1804.

On the 3d of March, 1805, this country was erected into a territory of the United States, by the name of the Territory of Louisiana, and on the 4th of June, 1812, it received the name of the Territory of Missouri.

* * * * * * * * *

In 1817, the "GENERAL PIKE," the first steamboat that ever ascended the Mississippi, made its appearance at St. Louis. Those who lived here at that time, can well remember the fear and consternation of the people who saw that craft, breasting the sturdy current of the river, without the help of sail or oar; and they can also bear in recollection the execrations and forbodings of the nervous and hardy *voyageurs*, who felt and knew that the days of the *warp* and *cordelle*, and of the *red feather in the cap*, were to pass away.

Although it is eighty-five years since the first settlement of St. Louis, yet it will be perceived, by reference to the following statement of the population, at different periods, that the principal increase has taken place within the last ten years:

| | | | |
|---|---|---|---|
| 1810, | 1,400 | 1820, | 4,598 |
| 1815, | 2,000 | 1828, | 5,000 |

| | | | |
|---|---|---|---|
| 1830, - - | 5,852 | 1841, - - | 19,063 |
| 1833, - - | 6,397 | 1843, - - | 28,357 |
| 1835, - - | 8,316 | 1844, - - | 34,140 |
| 1837, - - | 12,040 | 1845, - - | 36,265 |
| 1840, - - | 16,469 | 1847, - - | 47,974 |

The population of the city and suburbs may now be set down at 60,000; an increase of fifty thousand in about twelve years.

Revenue.—The assessed value of property in the year 1835, was $2,221,888; in 1847, the assessment amounted to $16,665,145 76, and the revenue collected from all sources, increased from $31,595 65 in 1835, to $293,359 05, in 1847. Under the head of St. Louis statistics, will be found a table, showing the value of property assessed, rate of taxes, and amount of revenue collected from all sources, from the year 1818 to 1847, inclusive.

Churches.—We have met with no account showing the time when the first catholic church was erected. This was a wooden building as stated by Mr. Primm, and was doubtless erected shortly after the first settlement. The first church built of brick, was erected by the Catholics, on Second street, in the year 1818, and service was first performed in it on Christmas day, 1819. A brick building, designed for a Baptist Church, was commenced at the corner of Third and Market streets, in 1818, but was never completed for that object. A Methodist Meeting-house, a frame building, was erected at the corner of Myrtle and Fourth streets, in 1823. The first Episcopal Church, a brick building, was erected near the corner of Chesnut and Third streets, in 1825. This building was subsequently transferred to the Baptist congregation.† On the 23d day of November, 1817, the Rev. Salmon Giddings, organized the first Presbyterian Church, which consisted of only nine members, seven of whom were females. Stephen Hempstead, sr., and Thomas Osborne were the only male members.

In a published sermon delivered by the Rev. Artemas Bullard, in 1839, he says of this church: "It was the first of any Protestant denomination formed in this city." In March, 1823, this congregation resolved to commence a house, which was dedicated on the 26th June, 1825. This is a respectable brick building, beautifully located on Fourth street, and with the ground, cost about $8,000—a large sum for a church, in those days.

There are now in this city 41 churches and one Jewish Synagogue. Of these, 8 are Roman Catholic, 5 Episcopal, 10 Presbyterian, 7 English and 2 German Methodist, 3 German Reformed, 2 Lutheran,

†We are indebted for the foregoing facts, in respect to the churches, to a statement made by George Morton, Esq., printed with Mr. Primm's address.

1 Baptist, 1 Campbellite, 1 Unitarian, and one Swedenborg. A number of these buildings are large, and some of them fine specimens of architecture.

INSTITUTIONS OF LEARNING.—The St. Louis University is among the most extensive and respectable literary institutions of the West. The number of students who attended the literary course in 1848, was 257. There are eight professorships in the literary department. It has also a theological and medical department; in the latter of which there are nine professors, and one demonstrator of anatomy.

The medical department of the University of the State of Missouri is also located in this city. These medical schools are both in a flourishing condition, and are highly creditable to the energy and talents of the learned gentlemen who have been chiefly instrumental in getting them up.

There are 13 public schools, supported mainly by the income derived from town lots donated by Congress to the city for the use of schools; the real estate belonging to the public schools is estimated at the value of about $250,000. The number of pupils attending these schools in 1848 was about 1,800.

CONVENTS AND FEMALE ACADEMIES UNDER THE DIRECTION OF THE ROMAN CATHOLICS.—In the Convent of the Sacred Heart there are 30 religious, 7 of whom are novices, and 28 orphans are supported in the Mullanphy Asylum attached to the institution. A young ladies' academy is conducted by the ladies of this establishment, and besides there is a free school which contains 70 children.

*Convent of Visitation of B. V. M.*—In this Institution there are 31 professed sisters, 4 novices, and 1 postulant; they have charge of the Young Ladies' Academy of the Visitation. *Sisters of St. Joseph.*—There are two Houses of this Society in the city—one, in which there are 2 professed sisters, and 2 novices—who have charge of a day school of 130 pupils; another, in which there are 5 professed sisters, and 4 novices, who have the direction of a Male Orphan Asylum, containing 80 orphans. *Sisters of Charity of St. Joseph.*—The Sisters of Charity, whose mother house is at Emmetsburg, Md., have four establishments in St. Louis: 1. *Hospital*, served by 14 sisters—number of beds, 300.* 2. *St. Mary's Asylum*, served by 9 sisters; there are 88 female orphans in the house, and 250 pupils in the day school. 3. *School of St. Philomena*, conducted by 4 sisters—number of pupils, 170. 4. *St. Vincent's School*, for girls, attached to the Church of St. Frances Xavier, served by 7 sisters—average number of

*Besides this there is a City Hospital, erected upon a liberal scale; but we are not advised of the number of individuals that it is capable of accommodating.

pupils, 180. *Ursuline Convent.*—This community, from the diocess of Raab, in Hungary, devotes itself to the education of German female children. Besides these, there is an English male free school attached to the Church of St. Frances Xavier—average number of pupils, 300; a German male free school attached to St. Joseph's Church; a boy's school attached to St. Patrick's Church; a boy's free school attached to the Cathedral—average number of pupils, 200; besides a number of other associations for benevolent and charitable purposes.

Protestant Charitable Institutions.—There are two Protestant Orphan Asylums in the city—one supported by the Episcopal Church, and one conjointly by the other Orthodox Protestant Churches. There are two free schools under the patronage of the Presbyterian Church. Besides these public and charitable institutions, there are a great number of private schools and academies, both male and female.

Newspapers.—The first newspaper in St. Louis, or west of the Mississippi, was issued on the 12th July, 1808, on a sheet of writing paper, by Joseph Charless, and called the "*Missouri Gazette.*" In the spring of 1815, a second newspaper was established, conducted by Joshua Norval. There are now 13 newspapers published in St. Louis; 6 of these are published daily; 3 are published in the German language. There are also 6 periodicals, published monthly.

Manufactures.—The following constitute the leading branches of manufacturing at present established in St. Louis, viz:

12 foundries, which employ about 550 hands, and consume about 7,000 tons of metal per annum; 19 flouring mills, which manufacture about 500,000 barrels of flour per annum; 2 sugar refineries, one of these, owned by Messrs. Belcher & Brother, is on a very extensive scale; 2 white lead factories, both on an extensive scale; 2 sheet lead and lead pipe factories; 1 shot factory; 1 cotton factory; 1 woolen factory; 3 distilleries; 16 breweries, &c.

This list might be extended so as to embrace almost every branch of manufactures known in the United States; but as all these are yet in their infancy, and generally on a limited scale, we have omitted to enumerate them. The commercial statistics of the city, to which we refer the reader, will be found under the proper title in the subsequent pages of this number.

Having taken a hasty view of the past and the present, we propose to conclude this article with a few observations in reference to the future. This is the department of history that the people of this country most delight in—the privations, the self-reliance and daring adventure of the pioneers no longer excite emotions of admiration; and even the glorious deeds of our revolutionary ancestors fade before the

bright visions of future greatness which present themselves to the imagination of the Americans of the Anglo-Saxon race. This habit of anticipating the future may be considered a weakness, and appear ridiculous in the eyes of foreigners; but there is philosophy in it, nevertheless—it is a quality inherent in the American character, and necessary to enable us to achieve the mighty objects of our mission. The population in this country doubles in about twenty-four years, and the individual who has attained the age of forty-eight years has seen the numbers increase from 5,305,925, to about 21,000,000; and by the same rule, one who lives forty-eight years from this time, will see a population of about 85,000,000. Without this habit of anticipating the future, these vivid impressions of the greatness that awaits us as a nation, we should be totally incompetent to give a wise direction either to our individual labors, or to the policy of the nation. It is natural, therefore, that we, more than any other people, should exercise our minds in contemplating the future; and, consequently, according to sound principles of philosophy, this mental exercise is a source of pleasure to us, which is unknown to all others.

The principles that govern the growth of towns are so obvious, that we have frequently wondered how it happens that they are overlooked by very intelligent individuals, who are sometimes known to spend their lives in fruitless efforts to build towns at unfavorable points, without seeming to suspect that they are laboring against causes that can never be removed. In the first settlement of a country, the towns are usually located so as to accommodate the settlers, with little regard to the ultimate advantages of their location; and as the settlement of the country extends, it is often discovered that some of these are not needed, and consequently, they are abandoned. A district of considerable extent may require a commercial town for the shipment of its produce, and there may be several points that are equally convenient for this purpose. In such case, in the beginning, a very small matter will determine in favor of one or the other. But when a town at some one of these points shall have become established in its growth, and progressed far beyond its competitors, these can never again become its rivals without the aid of a new element; for capitalists never risk their money in building up towns that are overshadowed by their neighbors—and the merchant who makes the experiment, soon discovers that buying customers is a ruinous operation. The town that has fallen behind in its growth, is compelled to contend not only against the active capital and enterprise of its more prosperous neighbor; but against the value of the grounds and improvement which it contains also; for these constitute a basis or fixed cap-

ital, on which money or credit may be obtained at pleasure. And from these, and other causes of like nature, there is not an instance, perhaps, in all history, where a large town has lost its business by reason of a smaller one having grown up within its neighborhood and influence.

Facility in receiving and distributing commodities, is an essential element in the growth and permanent prosperity of commercial and manufacturing cities; for, as the charges on transportation must be added to the cost of production, it is the true policy of both producers and consumers, to effect their exchanges at as little cost of transportation, as practicable. In respect to the natural facilities of receiving and distributing commodities, it may be safely affirmed that St. Louis possesses advantages over any other city on the continent. Being near the centre of the valley of the Mississippi, it is also at, or near, the centre of the most extensive system of navigable streams on the globe; and by a canal, already completed, a communication is established with the chain of lakes on our northern boundary, at a point near their centre. But St. Louis is not to be considered as the commercial centre of the valley of the Mississippi merely; for, if we imagine this region to contain a population of 150,000,000—a fact that individuals now in being may live to see—it must become the great commercial emporium of the continent—the point where will meet and be distributed the commerce of both Europe and Asia—for it would be absurd to suppose that the commerce of the Pacific would pass through this region to cities on the Atlantic, and return here for consumption; or, that the eastern cities would continue to buy and sell all the European merchandise consumed by the inhabitants of the west. We have shown, in the January number of the WESTERN JOURNAL, that the great lines of railroad improvement, commencing on the Atlantic and Gulf coast, converge to this point; and hence it is evident that the commerce of the Pacific can be distributed even among the Atlantic States, from here, with more facility than from any other place.

Cheapness of food is also an essential element in the growth of cities; and, although this item might be properly placed under the head of "facilities of receiving and distributing," yet we desire to notice the peculiar advantages which this point possesses over all others in this respect.

Its central location in the region of *Indian Corn*, and the cultivated grasses, will make it, always, the most abundant provision market, perhaps, in the world; and, owing to the extent of river navigation, these articles can be brought to this point in larger quantities, and at

lower rates, than at any other point in America, situated below the mouth of the Ohio, or above the confluence of the Missouri river.

Cheap fuel, especially coal, is another important element in the growth and prosperity of cities; and, in this respect, St. Louis possesses advantages over any other point on the Mississippi, except, perhaps, the town of Alton, in Illinois, and over any other city in the Union, except Pittsburgh, in Pennsylvania—although there are, doubtless, points on the Ohio, and other tributaries of the Mississippi, where coal can be obtained cheaper than here. Stone, suitable for lime and building purposes—clay, for brick—and sand, for mortar—all exist within, and immediately adjacent to, the city, in quantities that may be regarded as inexhaustable.

Possessing all these elements and advantages, it seems to us that there can be no reason to doubt, but that St. Louis must ever be the principal city on the banks of the Mississippi; and consequently, other considerations being equal, *the best point of all others for the commencement of a railroad to the Pacific Ocean.*

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## ART. II.—BON HARBOR: ITS ADVANTAGES FOR MANUFACTURING.

Having seen but a very imperfect account of the extensive manufacturing establishments that have for some time been in progress of erection at *Bon Harbor*, on the Ohio river, and desiring to collect information respecting the improvements that are being made in every part of the country, we addressed a letter to Messrs. Triplett and Barrett, requesting them, if consistent with their views of propriety, to furnish us with an account of their establishment, including the nature and extent of their operations at that place. We also desired information respecting the natural resources and trade of the region in which Bon Harbor is located; and the advantages of manufacturing at that point.

The following communication from Mr. Triplett, is in answer to our inquiries, and fully sustains an opinion we have long entertained that, for the manufacture of cotton, iron, &c., Bon Harbor and its neighborhood possess greater advantages than any other point in the United States. And it seems to us that nothing but the timidity of capitalists and a prejudice in favor of locations long established, has prevented these advantages from being improved long before the present time.

The improvement of these advantages was reserved for the sagacity and enterprise of Messrs. TRIPLETT and BARRET, who are entitled to the profound gratitude of the inhabitants of the west, for devoting their talents and energies to the development of its resources.

BON HARBOR, December 22d, 1848.

GENTLEMEN:—In the absence of Mr. Barret, who is in Europe, I venture to answer, individually, the note which you addressed to us jointly.

Presuming your object in asking an account of Bon Harbor, is, to carry out, so far, your plan for developing the resources of the west, I venture to take a more general view, at first, than you invite—because much of this view I would have to take, even in giving the answer required—and, as what is applicable to Bon Harbor, is, to a great extent, also applicable to the other coal mines on the lower Ohio and upper Mississippi, I prefer to treat, generally, of what relates to the coal region, and also to the general interests of the west.

The present condition of Europe, causes capitalists to feel very uneasy in regard to their investments there. They are looking with anxiety to our country, with a view to a transfer; but few of them understand the genius of our government, and its practical operations, well enough to be satisfied that it has yet been sufficiently tested to determine that it will stand. As this is a primary consideration with them, it is all important they should be satisfied on that head.

I venture, therefore, in advance of my answer to your letter, to offer an essay on the stability of our government, showing that its construction, and genius, tend to its strengthening with age, and that no where do such strong inducements exist for the investment of capital, as in the Mississippi valley, and more especially at the coal mines on the lower Ohio, and upper Mississippi, which must, inevitably, become the great manufacturing region of America, because of the greater cheapness of living—cheapness of fuel—proximity to raw material—and being in the midst of the best home market.

Finally, I venture to show that a great western Lowell must spring up on the banks of the lower Ohio, and present the claims of Bon Harbor to be considered that point, or one of them, for there will probably be many.

Being much pressed by other calls, I may probably have been too much hurried to do this subject justice. Very respectfully,

ROBERT TRIPLETT

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TO FOREIGN CAPITALISTS.

While all Europe seems to be on the brink of a political volcano, and capital there, consequently very unsafe, it may be worth the inquiry, whether greater safety may not be found in the United States, as well as more profitable investments.

The strength and stability of the government, we consider as having

been effectually tested. An examination into its construction and operation, must satisfy the political philosopher, that it is becoming daily stronger. Every motive which could operate upon the interest or the ambition of man to destroy it, has already existed. Every element of self-destruction which might be supposed to prevail from an unsound original organization, from the natural corruption of human nature, or from almost any other cause, has had full time to exert its influence; and all such elements, which can have an existence in the nature of our government, have exerted their utmost power, but to no effect. A part of the citizens of Pennsylvania revolted under the whisky tax. But the national arm, and moral power of society, quieted every thing without bloodshed. Ohio resisted the location of a branch of the United States Bank within her borders, and laid a heavy tax to drive it out, collecting this tax by force. But the national arm soon forced her to restore it. South Carolina made the most fearful opposition to the Federal laws—but she, too, was quieted—other disturbances have existed, but all ended without difficulty; and by whomsoever those difficulties are originated, there is a moral obloquy afterwards resting upon them in the estimation of the other States, and people of the Union, which forever debars them from political elevation, and is a warning to all future aspirants, who would disturb the general peace to advance their own selfish purposes.

No sudden uprising against the laws of our country, can ever take place—no rebellion against the government—because it is an intangible thing. With an army of a million of men, all willing to do the bidding of an ambitious leader, our government could not be shaken, because it could not be taken hold of—there is nothing to touch—nothing which can be controlled without the public will. It is not as in Europe, where a possession of the capital—of the public offices—the records—and the throne, or seat from which power radiates, give possession of the government and country, where all public officers are held bound to obey mandates coming from the powers that be for the moment, and will be punished as rebels if they do not. No! in America, its citizens are its public officers—its magistrates, without salaries—judges, independent of all control—and executive officers, subject to the direction of the judges.

The judges are of the people—mix and associate with them daily. The sheriffs are, likewise, and so execute the laws, with a regard to humanity, as well as to justice, that while a dereliction of duty would soon cause the loss of their offices, it is so much to their interests to be courteous and mild, that a few years action in the office most commonly sends them to represent the people in the legislature—neither judges, magistrates, nor sheriffs, would dare to lend their aid to carry into effect the mandates of any usurper. His authority would be nothing beyond the confines of the boundary occupied by his troops. And, as every man in America is a soldier, unless more than half were enlisted to overset the government, it could in no case be done—and, if more than half could be enlisted, force would be needless, as the desired result could be obtained through the medium of the ballot-box. For this reason there can be no secret conspiracy—there is no need for a public police, nor for a standing army, except to keep for-

tifications in order, and check the Indians. Because, for every necessary purpose, a posse of the people can at any time be raised to execute the laws. Resistance to our laws is never heard of, because every man in the community is a conservator of the peace, and bound to lend his aid when required. Our laws are as invincible as the atmosphere, and as prevalent.

Neither do we want standing armies for war. Our late contest with Mexico is evidence of this.

It might be argued that, where a majority govern, there would be danger of aggrarianism. Not so where three-fourths of the population, as with us, are land-holders. Their interest is in favor of the rights of property, and the proportion of land-holders will be continually increasing, as there is among us no rule of primogeniture. Every man's property is divided among his children, and almost always equally. So cheap, too, is land, that three months' labor will buy forty acres in the new States, so that the proportion of land-holders, compared with the balance of the community, is, from various causes, continually increasing; and, in proportion to that increase is the interest of the people in favor of a government of just laws, where the interests of all are protected, and the rights of property inviolably secured.

But, in addition to the causes before enumerated, why our government will stand, and become more stable annually, is the Federal system upon which it is based.

Our government is made up of thirty separate parts, each being a State, independent of the rest in every thing, except national matters. There are no national officers of the law among us, except about one judge to each State, and a marshal to execute process in suits between citizens of different States brought in the federal court, and in cases where States themselves are parties, so that there would be no machinery of government by which any power in possession of the federal government could control the people of the States. The State officers are not under the control of the general government, and would not obey it. Even the goals and court houses belong to the States, and are used by the federal authority, on sufferance from the States. Of course, as every State manages its own internal policy unconnected with, and independent of, the general government, the possession of the general government by any usurping authority, even if its officers would obey that authority, would amount to nothing. It would have no governmental machinery to operate with. To control the States then, it would be necessary to get possession of thirty different governments, and certain we are, that one hundred thousand men in each could not hold them.

Upon the score, then, of military force, there never can be danger. Upon that of internal commotions, as one thirtieth of the country could only be affected at any one time, by any one commotion, no permanent injury can be apprehended from that cause—and the only possible cause of fear is the combination by one portion of the States against the rest. Of this, however, there is nothing to apprehend.

If our population possessed no more intelligence than the average of the world, it would be almost impossible, under our constitution,

for it to fall; because the general government guaranties to each State a republican form. Should a revolution occur in any one State, by force of arms or otherwise, to change the character of the government, it never can be done; and of this I conceive there is not a remote possibility. The more enlightened we become, of course, the less danger there is of any such effort. The freedom of discussion, the habitual inflammatory character of our newspaper essays on political subjects —the number of those newspapers—the various questions always dividing the public mind, and the high strung continual struggle to engage and inflame the public mind from every quarter, neutralizes the various effects of each, like a thousand storms blowing from every point of the compass, destroying the effects of each other, they produce a general equilibrium. All inflammatory matter having selfish ends in view, result finally in nothing; and that sound reasoning which reaches the understanding alone, has any effect. The American people are, perhaps, the most reading community, and are better informed on their own governmental concerns, than any other on earth. Every man has a direct and deep interest in them, and this intelligence is annually increasing, newspapers multiplied, and cheapened in price. At this time there are monthly papers of the very largest class printed for twenty-five cents per annum. Many at shorter periods, for one dollar, and some of the finest weeklies on the continent for two dollars. The postage is merely nominal, and amounts to almost nothing. Nothing is more uncommon than to find a family without a newspaper. The effect, then, must be a continually growing intelligence, and consequently an increasing strength in our government, now incomparably the most fixed and permanent one on earth.

Thus the security of investments in real estate, never can be assailed, while the general interest is in land, as it always must be. The stocks of our general government never can be in danger, because any administration which runs the government unreasonably into debt, is immediately overthrown, and no public cry is so potent as to clear the nation of debt. Any administration wishing to be popular must proceed to do that. Small and young individual States, yet in their infancy, have repudiated. But the scorn of other States, and the power of public opinion, always bring them right again. No citizen of such a State can travel abroad without being pointed at. Such a State is under the ban—and the moral sense of her people becomes sore and sick under the odium, and they finally reinstate themselves.

The United States Bank of Pennsylvania was a State institution. No one ever lost a cent by the Bank of the United States. But when that institution went out of existence, a State institution was incorporated in Pennsylvania, which assumed the name above—thereby, as we conceive, practicing a fraud on the public. But that was a private incorporation, and liable as all banks, and individuals are, to the casualties of trade, for which neither the National nor State governments are blameable.

Our object is to establish the position, that funds invested upon the faith of the stability of the American government, could not be more safely invested, and of all the investments, none could be safer than in real estate well chosen—for in case of revolutions, real estate is always respected.

Viewing our whole political fabric comparatively, with the balance of the world, there is nothing, and never has been anything like it. Every State moves within its orbit—enjoying the benefit of its own laws, and its own wisdom—untrammelled by the acts of any other State. Each can develop its own energies, and give life to the enterprise of its citizens, in the way it deems best. Ours is a great national co-partnership, the only credentials to an entrance into which, is a republican form of government. From thirteen States it has increased to thirty. The usual objection to such an extent of territory being under one government—that the same laws cannot suit every climate, and do equal justice over so wide a surface—does not hold here, because every climate, and every region, has its own laws, and however they may differ, it in no way interferes with the harmony of the whole system. T.

N. B. The objects of investment may, perhaps, form the subject of a future paper, T.

### GROWTH OF THE VALLEY OF THE MISSISSIPPI.

The following is the progression of population decennially:

| In 1790. | 1800. | 1810. | 1820. | 1830. | 1840. | 1850. |
|---|---|---|---|---|---|---|
| Souls, 200,000 | 560,000 | 1,370,009 | 2,580,000 | 4,190,000 | 6,370,000 | 12,000,000 |

Carrying on the said progression, it would be about—

| In 1860. | 1870. | 1880. | 1890. | 1900. |
|---|---|---|---|---|
| 23,000,000 | 40,000,000 | 70,000,000 | 120,000,000 | 190,000,000 |

The progression of exports could not be in the same proportion, because, for many years after each settler fixed himself upon the ground, he has not cleared land enough to furnish more than the wants of his own family; and the in-coming emigration afterwards, for a long time, gives a market at his door for what he has to sell. It is the surplus only which will remain for expert. While the country is comparatively in an unsettled state, the shipping surplus will be very small. But, to give some idea of the rapid growth of the export trade of the west to New Orleans, as the production at home begins to exceed the home demand, the growth of the steamboat trade will show. This was very slow at first, for the reasons above named: say in 1820, it was only 10,000 tons; in 1830, 30,000; and in 1840, 50,000—estimating in round numbers. By the compound operation, of emigrants to a continually increasing extent, becoming producers instead of consumers, the following has been the increase of steamboat tonnage, as exhibited by the treasury department: in 1842, the amount was 126,278 tons; in 1843, 134,600 tons; in 1844, 144,150 tons, and 686 steamboats; in 1845, 159,713 tons, and 789 steamboats; in 1846, 249,054 tons, and 1,190 steamboats. In 1847 the tonnage fell back, because the enormous increase in 1846 overwent the demand. But, doubtless, in 1848, the usual rate of progression will continue. (The experience of the writer satisfies him, that the present tonnage does not equal the demand.)

Taking, then, the amount of 1846, as sufficing for 1847, we have

an increase, in seven years, from 50,000 to 249,000 tons. Nearly five times, in 1847, the tonnage of 1840, or over 71 per cent. per annum of increase, with a gaining ratio every year. The first year's increase after 1842 being, in round numbers, 8,000 tons; 2d, 10,000; 3d, 16,000; 4th, dividing the increase between 1846 and 1847, 30,000, and 1847, 60,000 tons. Carry on this increase in the same ratio, and what would it be by 1860? Certainly not under an average of 100,000 tons per annum. In 1860, estimating the tonnage of steamboats at 210 tons average, as above, and the total number of boats required would be over 7,000. Incredible as the amount may appear, it is not as much so as at first it would seem; because the actual population will not be far from trebling itself by that time, which would give about half said estimate—say about 3,500 boats, if the tonnage increased only in proportion to the increase of population. But, by the compounding process aforesaid, that increase will double the ratio of the increase of population, and bring it to the foregoing figures: provided there be an outward vent for the products of the country. But, as this cannot be hoped for, in proportion to the want of such vent, said amount of tonnage must be diminished, except so far as the same is engaged in the interior trade of the country. This is estimated to be fully one-half, which would give 3,500 boats; and, if we deduct one-half for diminution in outward demand, in proportion to the ratio of increase, we have 1,750 for that branch, or a total of 5,250 boats in 1860. But, as the regular progression of increase is to be diminished by the want of a market for the products of the country, what is to be the effect of a continued over-production? Certainly to reduce agricultural labor to the very lowest mark at which man will be willing to render his services; which will reduce the value of agricultural products to less than half the value in the west, of what they are in the eastern States—a condition of things almost existing now. The whole expenses of the west will be scaled down to half of what they are in the eastern States. Labor will be at half price, because it will seek employment at what it can get; and half eastern prices will be a fair remuneration, since those prices will purchase as much in the west, as full prices in the east. This state of things will necessarily transfer the business of manufacturing from the east to the west, for the double reason that labor will ultimately be had cheaper in the west; and because the raw material is produced there, where three-fourths of the demand for manufactures exist, or will exist by the year 1860. Western merchants now estimate ten per cent. on cost, as the expense of getting cotton goods from the east to the west.

Add five per cent. for the cost of getting the raw material from the west to the east, and you have a difference of fifteen per cent. on the value of goods, in favor of manufacturing in the west, even if labor be at the same price. At present, labor may be considered higher in the west than in the east. But that state of things must necessarily end very soon, when the west will have it one-third less than it is on the other side of the mountains. Destiny points to all those results as certain and inevitable. The man of prudence and forethought will look to them as such, and lay his plans for the future with an eye to that event. The opponents of manufacturing in the west, tell us that

land is too cheap yet. That, where homes can be had on such easy terms, labor will not go into the factories.

This is all a mistake, as demonstrated by experiment. But, reason is against such an hypothesis. Labor will seek the most profitable employment, wherever to be found. Let us, then, take the usual employment of agricultural labor in the west—say half a crop of corn and half a crop of tobacco—and compare it with manufacturing labor.

COMPARATIVE VALUE OF AGRICULTURAL AND MANUFACTURING LABOR, TO THE OPERATIVE, IN THE WEST.

| | | |
|---|---|---|
| 15 acres of land, in corn—40 bushels per acre—600, at 20c. - | | $120 |
| 2 acres tobacco—800 lbs. per acre—1,600, at 3c. - - - | | 48 |
| | | $168 |
| Charges, | | |
| Board of laborer, $50—washing, $5, - - - - - | $55 | |
| Keeping horse, - - - - - - - - | 25 | |
| Wear and tear of horse and gear, - - - - | 10 | |
| Use of implements, - - - - - - - | 5— | 95 |
| Clear profit of labor of one hand, per annum, - - | | $73 |

Bah! will say nine men out of ten at this calculation. But where is it wrong? It is wrong by about fifty per cent. too much of the nett savings of an agriculturalist. But, to strengthen my argument, I yield all I can in his favor—$25, in lieu of $73, would be about right. Now, to test it, take any ten families in any neighborhood of a newly settled country, and see if, for five years, they average more. They raise vegetables to aid the board, the horse has grass in the common to help support him. The farmer has some hogs that run in the woods and eat the mast. All which helps, and may be said, to diminish the above charges. But this will be the case only a few years; and actual experiment will show that the foregoing is a reasonable estimate. A higher price will be claimed for corn and tobacco. Deduct the cost of hogshead, hauling to market, and expenses not here estimated, and it will be found reasonable. I will be told, a man can do more work than I have allowed. I have known industrious men to cultivate twenty acres of corn, and two of tobacco—but not one man in ten does it—and the above is fully equal to the average product of agricultural labor in the west, strange as it may seem. We will test it in another way. Suppose the females, and children, earn enough to pay their expenses—which seldom is the case, however—then the earnings of the adult laborer, above what he consumes at home, ought to be so much for export. The exports from the whole west, to New Orleans, are now estimated at $90,000,000. Half or three-fifths of this may be credited to cotton and sugar, the producers of which chiefly rely on the west for provisions. Half, then, may be considered exported by one-fourth of the western population, (classing all residents in the Mississippi valley as of the west,) leaving one-half as the product of three-fourths of the population—say $45,000,000 for 7,500,000 people. Call one-fifth the producing class, and you have 2,500,000 laborers to

divide $45,000,000, or less than $20 each. But allow one-fourth of said fifth to be idlers, or non-producers, and you will have only one-third of my estimate. If this estimate be applied to the population of any western country, which is exclusively agricultural, and where labor is not economised and used to the best advantage, I think you will find that the aggregate average will hardly exceed $25 clear compensation per hand, per annum, for labor, after deducting all expenses, in lieu of $73. Now let us contrast the compensation for manufacturing with this.

I have averaged families at five, one of whom is, in agriculture, a producer, the balance by their labor, merely paying expenses. Now for manufacturing.

Compensation for manufacturing labor in the west, of five in a family: the husband will form a hand worth, according to eastern estimates, 80 cents per day, or per week, $4 80. Let us suppose his lost time will bring it down to - - - - $4 00
One daughter by said estimates, - - - 3 00——$7 00

Which, per annum, would be, - - - - - $364 00
Deduct board and washing, as estimated for farming, - 110 00

$254 00

I presume the mother and two children, by the aid of said $110, and their labor towards furnishing board, will pay their own expenses. Now, here is $254 against $75; over three to one in favor of manufactures against agrieulture. But let us take a family where there are four daughters able to earn $3 per week, as I have known to be the case. Here a poor family would, from those daughters, add $600 per annum to their income. Without the factory, in lieu of adding any thing, they would be a weight upon the father. I do not say all girls will earn $3 per week in a factory; some training is first necessary. But I have known weavers in ours, to earn $4 50.

The great advantage of manufacturing to the west will be, that the labor is of a kind that would be almost entirely unproductive, in agriculture. Its products will, therefore, be in a manner, a clear national gain to us. No one can examine this subject, without being satisfied, that where the raw material is to be found, with provisions and clothing, at the cheapest rate, all in connection, and furnished by the region of country which gives also the market for the manufactured article, that the Western States of America are, in time, emphatically to be the manufacturing region of the world. Here nature, in a happy humor, has furnished interminable beds of coal, equally extensive beds of iron ore, copper and lead; the finest sand for glass, and clays for earthen and stone ware, and china. A climate and soil for silk and wine, cotton and wool. Indeed, for every article which the wants of man call for, inviting his ingenuity and enterprise to call them forth.

In the early settlement of any country, labor is employed always in the simplest manner, to furnish food, and the plainest apparel. For a long time after this state of things should cease, it still continues; because all changes are matters of experiment, the success of which is doubtful; and a primitive people are averse to such experiments. But this primitive condition has now continued, until the west has suddenly

acquired the largest portion of our population. Yet, if but in its infancy in years, it has reached manhood in strength, and with a giant stride is still progressing onward. A favorite expression with the sceptical in regard to improvements in the west is: "Oh! it is in advance of the age." Of what age? If of to-day, to-morrow is another age. Nothing can be in advance of the age in the west; for she travels so rapidly onward, that if a project were in advance of the age when commenced, ten to one, before it is finished, the age will be in advance of it; and the plans adopted to carry it out, or on which it is founded, will become obsolete and be exploded. That region which was not ripe for manufacturing last year, is fully so this. The tide of improvement is so rapidly rising, that annually the waves have so far over-lapped each other, as to make continued changes in the character of the country, and to require a change in the pursuits of the people. What a few years since seemed reasonable and proper, now strikes us with amazement, (that is,) the freighting of iron, sand, clay, cotton, &c., past the coal mines on the lower Ohio, to be manufactured at Wheeling and Pittsburgh, encountering the heavy expense of lockage at Louisville, besides a needless transportation of 8 or 900 miles, up stream, and the manufactured articles, to a great extent, back again—making a total of 1,800 miles of needless navigation, besides the lockage aforesaid, to reach the points where manufacturing first dawned in the west, and has acquired a stable footing. In Cincinnati, to be sure, as well as in Louisville, the manufacture of engines is now carried on very largely, as well as other branches in the iron way. But in cotton and wool, they are comparatively doing nothing. There is one factory of cotton in Cincinnati, of about ten thousand spindles, and one smaller one in Louisville of perhaps, one or two thousand, but no looms, and those at Cincinnati and Louisville have only come into existence within a few years. There are several other establishments at other points, but not below Louisville, on the Ohio, until you come to Bon Harbor, where there has been erected a very fine establishment, calculated to run seven thousand spindles, which commenced operations less than one year ago, upon two thousand, designing to increase the amount, as operatives are taught from the neighborhood, until the whole building is filled. This is one of the finest establishments, and best constructed buildings in the west for its extent, and where the coal mines are of as great extent and the vein of coal thicker than any where below the falls, on the Ohio. Besides which, it has the Cannelton coal vein under the one now being mined, giving a double resource, and the quality of coal exceeded by no other for generating steam. Stimulated by the example at Bon Harbor, there has at Cannelton, been a company formed, to build a factory of 10,000 spindles; and as the stockholders are men of intelligence and enterprise, they will doubtless push it on to completion with vigor, and for their public spirit will deserve success.

I was struck with the account of the boot and shoe manufacture in Massachusetts alone, which is estimated to amount annually to fifteen millions of dollars. Where do they get the hides to manufacture the leather?—for no leather goes east from the west, but much comes the other way—mostly from the west. Where do they get the bark? Much

from the west. Where the provisions to feed the manufacturers? Most of it from the west. Where do they find a market for those boots and shoes? Chiefly in the west!! Now, with provisions a drug, paying almost nothing for labor, because of the expense of getting them to the manufacturers, who are our consumers, and with the price of manufactures enhanced by the cost of transporting the raw material from our doors to them, and their fabric back again to us—are we to hear with patience the cry that we are in advance of the age, when we advocate the plan of bringing the manufacturer to the consumer, and where he finds the power, the material, the provision, and all expenses at half eastern prices? This is, to be sure, the doctrine (intended for foreign consumption) which is thrown out from English schools of political economy for our benefit; but I must confess I think they pay a poor compliment to our sagacity in supposing the American people can long be duped by it. I think the day for such notions is passing by, and a new era is dawing upon us. But the same reasoning which has been heretofore used with such justice and effect to transfer manufacturing from Europe to the Atlantic States, will as emphatically operate to transfer them from the Atlantic to the west. The day is now at hand. It has commenced some years ago at Pittsburgh and Wheeling, and has made Pittsburgh among the first cities of the Union —the fifth in population compared with the Atlantic cities, and the fourth compared with the Western; yet not very far behind any one of the latter. And whence comes her importance? Certainly from manufacturing; for her commerce disconnected from her coal and manufactures, is of small importance. But in making the stride to Pittsburgh and Wheeling, manufactures only reached the half-way ground to the west. They have only, therefore, realized half the advantages of bringing the manufacturer to the raw material and the power.

When Cincinnati took hold as she did in the iron line, many years ago, this was a step still further towards the raw material, which comes chiefly from the Cumberland river, Green river, Salt river, the Tennessee and Missouri, though much from Ohio at Hanging Rock. But while manufactures approached the raw material here, they were leaving the power; for they were dependent upon Pittsburgh and intermediate points for their coal, and the writer witnessed in Cincinnati only a few weeks since, a very serious evil growing out of this drawback. The river being low, the supply of coal was short and very high, and that being about the 1st of December, a freeze might be very naturally apprehended. If it had taken place and continued until spring, which might have happened, not only would the manufactories have been stopped, but great distress would have pervaded the city. I witnessed also considerable sales of cotton there at fully three-quarters of a cent above the highest price paid at Bon Harbor, and a full cent above much which was purchased there. I asked the reason, and was answered, it was caused by the low water. Here a double evil arises from low water, to a point which is dependent on other places for raw material and power. Where then, I may be asked, is the proper point for manufacturing to the greatest advantage, on this American continent? I would answer: If the raw material, the power,

cheap living, and health could be all concentrated at the geographical centre of the Union, upon open and constant navigation, that would be the point. And where is that? Lieut. Maury has fixed upon two; one at Memphis, the other on the Ohio, between Louisville and the mouth. If Memphis had the power and the health, that would be the point; but it has neither. Where is the next point then? I answer, where the power and health exist nearest to the raw material—or, rather, where access to the raw material would be equally certain and cheap. This would be anywhere below the falls of the Ohio, or on the upper Mississippi, between St. Louis and the mouth of the Ohio, where coal and health can be found. Better removed from a large city, than in one, unless it be a manufacturing city. Better in the latter, because all manufactories suceeed best in communities, or families, as there will necessarily be an emulation which excites to improvement; and as there will be wants common to all, the supplying of which will weigh too heavily on a single establishment. But, a few cotton factories, in a large commercial city, will encounter obstacles greater than the same number out of one. The machine shops for other establishments, are of no value to a cotton factory, as they cannot make cotton machinery. The factories must be, then, provided, so as not to rely on them. The evils, on the other hand, are very great. If your laborers choose to leave you, they can always find employment in other branches. Besides which, house rent, fuel, and all the expenses in every branch in a city, are so much higher than in an ordinary manufacturing town, that the wages must be necessarily higher.

An illustration of this occurred to the writer. He had a superintendent of looms to whom he gave one dollar and fifty cents per day. This superintendent was offered two dollars per day to go to Louisville. He accepted the offer, but in time re-appeared at Bon Harbor to ask employment. Being told that he must have deceived us about getting two dollars, he satisfied us of the fact, but said he found from sad experience that he could not save as much out of two dollars in Louisville, as he could out of one dollar and a half at Bon Harbor. I have noted the controversy upon this subject, in the Louisville papers, but a few facts are worth many speculations. For a long time, there has been one cotton factory in Louisville. That there has not been a second, is pretty strong evidence against the success of that one.

The one at Bon Harbor has not been in operation twelve months, and as yet, has not one-third of the machinery which it is capable of operating, because the owners prefer progressing slowly, filling up as they train operatives, and as they feel their way with safety. Upon this, less than one-third of the machinery which will be used, falls the chief expense for operating the whole; and yet the business is beginning to pay well, even now, though hardly seasoned in its work. Though a business, begun in a new region, and where every thing in regard to it is new, may, when seasoned to its operations, and when it has overcome the difficulties incident to all new undertakings, become profitable, yet it is seldom so in the outset; and hence, a great majority of pioneers in any business fail. Those reasons ought especially to have weighed against us, because we commenced when the business

was declining. But now, while it is under the greatest depression, and many establishments at the east have failed, and while the heaviest expense of getting 7,000 spindles under way, has fallen on 2,000, we think we are making interest on the whole investment. What may be expected then, when our house is filled? I answer, the full realization of all the advantages of being in the geographical centre of our country, upon navigation which, at twenty-five cents per hundred will give us choice of markets, among the twelve millions of inhabitants that will occupy the Mississippi Valley by 1850, within two days run of the cotton market, which supplies Pittsburgh and Lowell, and from which freights on cotton are but 20 cents per hundred, and ought to be but 10. Where coal of the first quality exists in a thicker vein, than any where below the falls, on the Ohio, with the Cannelton vein still under it. Where our good health is unsurpassed by any point on the Ohio, as our physicians', and other certificates will evidence. Where provisions, as well as all the necessaries of life, are as cheap as they can be found any where in America; and where you could not well add to our advantages, unless you would put the cotton along side of us, which would only save 1-5th of a cent per lb., being 1-15th of a cent per yard, on the goods manufactured; a saving which is hardly worth estimating. I was requested, in Memphis, to answer a query: "Would it not be best to manufacture at Memphis, where the cotton was?" I replied, I would give some data for the querist to answer himself. To manufacture 2,000 pounds of cotton per day, it would require about 100 bushels of coal, weighing about 8,000 pounds. If you had better move 8,000 pounds to the 2,000, than the 2,000 to the 8,000, then it would be best. If, also, provisions were cheaper in Memphis, and health better at that point than where the coal was to be had, it would be best, but not otherwise.

As to relying on Pittsburgh for supplies of coal to manufacture above the falls, the following paragraph, from the *Louisville Journal*, will show an accumulation of six nundred coal boats at Pittsburgh, at one time, averaging, as we all know, fully seven thousand bushels, making a total of 4,200,0000 bushels, which the wants of the country below required, and for want of which, great inconvenience was felt. Before this rise, which was not looked for, about the 1st December, in Cincinnati coal was very high, and a freeze was anticipated. Had it set in, what would have been the consequences? It is a very general occurrence, that coal becomes high at all the lower towns in winter, often rising to 25, 30, and as high as 37½ cents sometimes. A coal mine is the only place where you can never be disappointed as to fuel.

"PITTSBURGH, December 8th—8 P. M.

There are 10½ feet water in the channel, and rising. The weather is warm. Three hundred pair of coal boats have left during the present rise. Lumber is expected down the Allegheny to-night."

A great manufacturing town must arise on the Ohio, below the falls, where there is good health, towards the middle of the coal field where the supply can never be exhausted, and where the goegraphical position commands a great extent of interior country, guarantying always ample supplies of provisions, and a commercial trade with the inte-

rior. This fact must be clear and palpable to any man of observation, for such a point will have ten times the resources of Lowell.

ACCOUNT OF BON HARBOR.

A perpetual charter attaches to this place, with mining and manufacturing privileges. Capital, $500,000.

This tract of land contains two thousand acres, binding two miles on the Ohio—the upper part having a rock-bound shore, against which the current sweeps round in the bend of the river, (Bon Harbor being on the convex side,) and about midway of the tract is thrown off towards the opposite side of the river, clearing the landing below of driftwood, floating ice, &c. Hence the name. This rock forms a fine natural wharf; and, immediately below it, a ship-of-the-line would float at the lowest stage of water. There could not be a finer point for ship building. The level bottom, above high water mark, except a portion which was covered by the floods of 1832 and 1847, is about half a mile wide, affording a beautiful site for a town. Then set in the coal hills, which run about a mile and a half back, and from the upper to the lower end of the tract—all, however, included in tne Bon Harbor survey, except a small portion upon which the coal right has been secured—including, in all, from 800 to 1,000 acres of the upper vein of coal. But the Cannelton, or Hawesville vein, pervades the whole tract, according to the geological report of Professor Lawrence. The upper vein, where we are now mining, is upwards of five feet thick, without slate, and of superior quality for generating steam, or for parlor use, being all of uniform quality. The vein was not so thick until we penetrated a good way in, varying from 4½ to 5 feet—perhaps it would be safe to say averaging 4½ feet. The coal burns with a clear, brilliant flame—is durable—yields but little dust, and dirties a house less than any bituminous coal I know of. The annexed certificates, however, will shew its quality. There is a railroad running from the river to the mines, and into them, as the coal lies nearly horizontal in the hills, and the cars go to, and are filled by, the diggers. The steamboat demand has, heretofore, taken all the coal which could be delivered, except the home and Owensboro' demand. The opening in the mines, however, within the last year, has been so much extended, that soon almost any quantity can be supplied. The flat-boat demand, which is very great, has heretofore been neglected, because it could not be met. At this time, the miners are delivering 1,500 bushels per day, and during the year may possibly reach double that amount, if the demand justifies, of which there cannot be much doubt, as we see an account of 600 flat-boats leaving Pittsburgh on one rise of water; and, as those boats average fully 7,000, here are upwards of 4,000,000 of bushels from about 800 miles above us, having also the falls to pass, or toll to pay at the canal.

During much of the year, coal cannot come down from the Pittsburgh region, at which time, the mines on the lower Ohio, must monopolise the lower trade. At this time the number of steamboats on the western waters, are estimated at about 1200, and increasing at a most incredible rate, showing upon data heretofore given, that by

L. of C.

1860, the number will probably reach five thousand. Estimating the consumption of coal, which by that time must be the general fuel, at 200 bushels each per day, the total would be one million bushels per day, from which fact may be estimated the coming consequence of the coal trade. Add to this the consumption of the sugar planters, whose fuel must soon be coal, as also the tow-boats, steam ships, cotton presses, manufactories of all kinds, the demand for the lower towns, and the estimate would seem to exceed any supply which could be obtained. But when it is estimated what an enormous quantity of coal comes from a single acre of one vein, and that there are many veins except on the outer verge of the coal field, and it will be seen that the supplies can be obtained, let the demand go to what it may. Thus much for the coal trade; from which some idea may be formed of the Bon Harbor coal mines for mining purposes. We will now glance at its manufacturing importance.

The Bon Harbor cotton factory is designed to accommodate 7,000 spindles, and with an additional room to be built, looms to weave up all the yarns. The present room will suffice for the said number of spindles and one hundred looms. The building is constructed with such a thickness of wall, and of floors, that it is intended the jar of machinery shall not be felt. The roof is of slate, lower shutters and doors are of iron; heated by steam; not a fire-place or stove within the factory; the engine house so far fire proof, that if all the fire in the furnace was scattered over the floor, which is of brick, it could hurt nothing.

Cisterns in the attic story, have copper pipes leading down to the ground floor, with cocks and connecting hose for every story, so that any part of the building can, in a few moments be flooded. The picker house is so constructed that it might burn down without burning the main building, but could not well burn, if water would save it. We have as yet, only 2,000 spindles in operation, intending to increase as operatives are learnt. More machinery is already ordered. We have not yet been in operation quite twelve months, weaving; but see enough to satisfy us that our best hopes will be realized, and that we have fully twenty-five per cent. advantage over eastern manufacturers in cost of the goods.

Believing that such establishments thrive best in communities, we shall offer liberal inducements for others to locate along side of us. We have already bargained for a lot for a foundry, and have been spoken to for others for a glass and axe manufactory, which we expect will be established here. We have in operation a very fine saw mill, capable of turning out, and which does turn out, between five and seven thousand feet of lumber per day.

We have the machinery for a flour mill and all the wood work framed, ready to go up, as also apparatus for kiln-drying corn meal; which is intended to be in operation for the next crop.

Connected with the factory is a corn mill, which now does the business of the place and neighborhood.

We have a store and smith's shop. There are five carpenters, who have purchased and built, besides others who are at work here, in addition to various other mechanics. A wharf boat, and general

appliances for a business place, with a rapidly growing village, owned by the firm, except where mechanics have purchased and built; no lots being sold, except to workmen.

The plan of the Bon Harbor company, is to invite enterprise by all convenient means, and the following branches could not fail to do well:

A rolling mill; because the pigs go chiefly by our doors, to be manufactured at Pittsburgh and Wheeling, and much of it returned to us. A nail factory, for the same reason; and because, by the statement annexed, it will be seen that one which has been in operation about a year, in Wheeling, is estimated to be clearing twenty-five per cent; as evidence of the truth of which, I was told, while lately there, that one stockholder to the amount of $10,000 had sold out for $17,000, and another of $14,000, had refused $27,000. A wagon, cart, and plough factory, because these articles give employment to a large amount of capital, and a vast number of hands, at Wheeling and Pittsburgh, where timber is much higher than here, and inferior in quality; and those places find their chief market on the Mississippi, below us.

Glass factory; because sand, used at Wheeling and Pittsburgh, goes from below us to be manufactured there. Cotton, for the same reason.

Tannery, and shoe and boot making; because the hides go with the bark to New England from our very doors, and come back to us made up, and our food goes there to feed the workmen. Saddlery ditto. Stone and crockery ware, because we have fine clays for the purpose. Hats, because we have the furs and steam cheap. Woolen factory, being near the wool growing country. Coopers, because of abundant stave timber. Engine shops, because soon engines will be wanting for every branch of business, and especially for steamboats to be built here. Ship yards, because no where in the west can ship timber be found in greater abundance, of better quality, or cheaper, and no where better ground for building on, or deeper water for launching.

And that is not all: when ships are ready for departure here, cargoes of tobacco could always be had, as this is the centre of the great western tobacco region. Besides what is made on the Ohio, it is estimated that sixteen thousand hogsheads come annually out of Green river, most of which would be shipped directly for England, at a freight equalling that to New Orleans, added to that thence to England, as thereby the shipper would save the landing at New Orleans, drayage, inspection, cooperage, forwarding commission, and a great amount of other charges; and here could be manufactured sails, rigging, and every want of a sail or steam ship. I predict that this will be a great ship building point, at some future day, not very far distant.

### COMMERCIAL POSITION OF BON HARBOR.

It is on an outer bend of the Ohio, within eight miles of Green river, to which a railroad can be made over a perfectly level country; but, by taking this road to Ramsey, above Lock and Dam No. 2, over a country nearly as level, and only twenty-two miles distant, one lock additional is avoided, and that point is sixty-two miles from the mouth of Green river.

As the boats navigating Green river are too small to trade to New Orleans—and as, in no event, could they compete in that trade with the large Cincinnati and Louisville boats, because of the greater profit from passengers than freight—and passengers bound further up than Green river, would not, of course, go on a Green river boat; for these reasons, there must be a depot on the Ohio for the Green river trade, and that depot must be in Kentucky, for the citizens, not being able to carry their servants to Indiana, will do their trading on their own side of the river. The laws, manners, and customs of the people, all would tend to produce this state of things. The mouth of Green river is too deeply flooded to admit of such a depot. It must be above the mouth of Green river, because nine-tenths of all the intercourse of the citizens of the Green river country is with Louisville, for trading purposes; and the packets all run above, except one gotten up by the citizens of Henderson, below, for the advantage of that place; but, for the reasons stated, it must compete to disadvantage with the packets trading above; and Bon Harbor, being the first point in Kentucky which is not overflown in high water, must be the commercial depot for Green river, even if the trade comes round by water, for it is preposterous to suppose the present trade to New Orleans, by way of Louisville, can continue from Green river, since the distance from the mouth of Green river to Louisville is near two hundred miles up stream.

But with a good railroad from Bon Harbor to Ramsey, the trade could be landed at the latter point, and brought over the road in one hour, for less cost than it could be drayed to the warehouses in Louisville; or even from the water's edge to the warehouses in Bon Harbor. It is evident, then, that Ramsey must be the discharging and receiving point for the trade of Green river, by which means the distance of about one hundred miles round by water, to Bon Harbor, as well as the passage of locks No. 1 and 2, will be saved; and the saving, over sending the trade to Louisville, and thence back to New Orleens, will be fully four hundred and forty miles of useless transportation. I think this should suffice to settle the question, that the trade must ultimately take this course. But an additional reason will be found, in the fact, that the Georgia and South Carolina railroad is progressing rapidly to Nashville. Soon it will be there, and to connect with Louisville will be the next step in the natural course of things. To do so, it must pass over the slack water navigation of Green river, and within twelve hours run of a steamboat, from Ramsey—say thirteen from Bon Harbor. But one great benefit to Louisville, from this road, would be the supplies of coal which it might be made to command, by bending down to dam No. 3, and crossing at the mouth of Muddy river. The citizens of Russelsville, and Logan county, I understand, already contemplate a railroad from Russelsville, down Muddy, to Green river, thirty-five miles. This would form part of the great Nashville and Louisville line. In that event, boats would connect the two lines at dams No. 2 and 3—running in the intervening basin, and passing no lock, and in about three or four hour's time. Now, while the travel destined for upper Kentucky and Ohio, from this southern road, would go to Louisville, that for lower Indiana, Illinois,

Wisconsin, Missouri, Iowa, and the lake region would go by Bon Harbor—returning ditto—and so of freights. When this southern road reaches Nashville, fifty miles more will bring it to Russellsville, or sixty to Bowling-Green, on the slack water of Green river, and very soon it might thus communicate with the Ohio. To be sure, it would do so by means of the Cumberland, while the water was in boating stage—but it is too much interrupted to be relied on—and while Bon Harbor could be reached in twenty-four hours from Nashville, by way of the road and Green river, it would require sixty hours by way of the Cumberland, even when the river is in good boating order. All the advantages here claimed for Bon Harbor, will also apply to Owensboro', which is near by, (wanting the coal however,) and in time, will doubtless form, with Bon Harbor, one town.

I could expand much upon the trade which could be brought to Bon Harbor, but feel conscious that I have perhaps already overgone the limits you intended me to occupy, and that I should close.

Yours very respectfully,

ROBERT TRIPLETT.

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The annexed certificates as will be seen by the date, were given some years ago. The Bon Harbor coal has been constantly improving since, as will be seen by those that follow:

ON BOARD STEAMBOAT JUNIATA, AUGUST 15, 1842.

*Capts. Jones and Thacker:* As I am anxious to make known the quality of my coal to captains of steamboats and others, and as you have both tried it, you will oblige me by saying how it answers your purpose.

Your obedient servant,

ROBERT TRIPLETT.

I believe it is equal to any coal that I have ever tried for steamboat use, and I except none. RESIN JONES.

I agree with Captain Jones, and think it superior to the Pittsburgh coal. H. S. THACKER.

To similar inquiries a few years ago, the following answers were given in 1838:

My opinion of the above coal is that it is equal, if not superior, to any coal I have ever used. EDWARD WILLIAMS.

I am now using the Bon Harbor coal, and think it superior to any I have ever used for grates. I used the Richmond coal for twenty years, and consider the Bon Harbor coal much the best. PETER F. SMITH.

I have burnt the Bon Harbor coal two years, and have no hesitation in saying it burns equal to any I ever used. D. MORTON.

OWENSBORO', December 20th, 1848.

*To Robert Triplett, Esq.:* The undersigned answer your interrogatories as to the coal from Bon Harbor, that from our use of it we consider it preferable to any

we have ever used, or seen used, for grate purposes, from its entire want of slate, and leaving a smaller residuum than any we have tried or seen used. It burns brilliantly, gives a fine light, and makes but little dust. We also have noticed a continual improvement in its quality, as the seam is further opened.

We have also observed that it is getting into general use by the steamboats on the Ohio river, and in every instance, they appear to approve of it for fuel.

J. H. BLAIR,
W. B. TYLER,
S. M. WING,
PHILIP TRIPLETT.

WHEELING, November 28, 1848.

MR. E. W. STEPHENS—*Dear Sir:* If agreeable, I would be glad to have the following queries answered in regard to work done at your nail factory, which, I understand, embraces all modern improvements:

1st. What quantity of pig iron do you use per week? 2d. Quantity of nails made per week? 3d. Quantity of coal used per week? 4th. Number of hands and weekly pay roll? 5th. Wholesale prices of nails? 6th. Capital invested? 7th. Dividend per annum? Yours respectfully,

ROBERT TRIPLETT.

To which Mr. Stephens answers, as to the 1st. Fifty tons. 2d. 1,000 kegs, (100 pounds each.) 3d. 3,000 bushels. 4th. 150 hands, and $1,000 pay roll. 5th. Average $4 per keg. 6th. $100,000. 7th. 25 per cent.

OWENSBORO', 31st December, 1848.

*Gentlemen:* To complete my answer to queries from the Western Journal of Agriculture, Commerce, and Manufactures, it is necessary to have information as to the health of Bon Harbor. As you have practiced there for years past, I ask the favor of your opinion on the subject. Very respectfully,

ROBERT TRIPLETT.

To Drs. R. W. MURRAY and WM. H. HOWARD.

OWENSBORO', 1st January, 1849.

MR. TRIPLETT—*Dear Sir:* In reply to your note we can state, that from experience based on our practice at Bon Harbor for a number of years, upon the operatives, we consider it more healthy than any part of the county of Daviess.

As to the future, we think there will be less disease than in times past, judging from the progress of improvements there, in clearing out the timber, building comfortable houses, &c., and from the natural location, there seems very little cause for disease, after this. Respectfully yours,

(Signed,) R. W. MURRAY,
W. H. HOWARD.

## ART. III.—COMMERCE OF THE EAST—NO. IV.

### PACIFIC RAILWAY.

Railway across the Isthmus—Schemes for Pacific Railway—Maury—Whitney—Examination of the route proposed by Lt. Maury—Ibid of route proposed by Mr. Whitney—A new route proposed—Topographically described—Superiority of new route—1. Does not invade a sovereign State. 2. Does not cross as many streams. 3. Passes through more fertile land. 4. Preferred because of necessity of uniting us to California. 5. Because it is cheaper. 6. Preferable because shorter. 7. Because the gold of California will pay for it. 8. Because materials on it are more abundant. 9. Because more direct as respects our great cities. Distances from Memphis, St. Louis and Prairie du Chien to China—Connections of new route better.

Since the last number of the Western Journal was published, some facts have transpired which it is deemed necessary to notice before we proceed to our promised examination of the several projects for a railway across the continent. Soon after the administration of Mr. Polk came into power, the Secretary of State, Mr. Buchanan, instructed Mr. Bidlack, our Charge d'Affaires to New Grenada, to secure, if possible, all advantages which might arise from any road or canal in progress, or contemplated, across the Isthmus of Panama. In that effort, our government was entirely successful, and by a treaty under date of June 10th, 1848, our government guarantees the neutrality of the Isthmus, and thus perfectly secures any capital or property of our citizens which may be invested in the construction of such works.

Under an act of Congress of the 3d March, 1847, the United States have entered into contracts for the transportation of the mails to California, Oregon and the Pacific. The contract from Panama to Oregon and California, has been taken by Mr. Wm. H. Aspinwall, of New York, and steamships have been constructed and are now in the performance of this duty. But Mr. Aspinwall had yet a higher ambition—to construct a railway from the mouth of Chagres river on the Atlantic to the harbor of Panama on the Pacific coast. Finding that a privilege of this character had already been conferred upon a French company, he awaited until the period for commencing the work on their part had expired, and then promptly renewed his exertions. By a regulation with Gen. Herran, the Minister of New Grenada at Washington, duly empowered, the right to construct a railroad has been secured by Mr. Aspinwall and his associates. The grant to the company is limited to ninety-nine years, and gives the following advantages:

1. An exclusive right of way across the Isthmus, with the right to use gratuitously, all the public lands lying on the route.

2. An absolute gift of 300,000 acres of public lands, to be selected by the company.

3. All the materials used for the road, as well as effects of the persons employed, are declared free of duty.

4. Two points, one on the Atlantic and one on the Pacific Ocean, the termini of the road, are declared free ports.

Having secured this grant, the company have applied to Congress to enter into a contract with them for the transportation of the mails,

public agents, troops, arms, and munitions of war, at a certain sum to be paid when the road is finished and open for travel. They solicit no grant of money or other aid. It is presumed Congress will not hesitate to comply with the request, and pass the bill now introduced by Col. Benton, in substance.

In a former article it was shown that the route through the Isthmus from London to Canton was 728 miles farther than the one at present in use, during the season of the southwest monsoon, and 2,388 miles farther during the southeast monsoon; and that, therefore, a canal would be of no permanent importance, at least as far as Europe was concerned; but this calculation was made for sail vessels. If a line of steamships should be placed upon the Pacific, to run from the Bay of Francisco to Shanghae, in connection with the present lines to the Isthmus, the voyage from Canton to New York may be made in about sixty-four days, and to England in about seventy-six days. In speed, this is certainly a great advance, but when the expense of steam vessels is taken into consideration, together with the cost of transportation and trans-shipment across the Isthmus, it may be questioned whether the course of the trade to the East Indies will be revolutionized, farther than as respects passengers and very light articles. One thing is certain, that this new arrangement, (as will be shown hereafter,) can in no wise diminish the importance and usefulness of a railway across the continent.

Out of several schemes for connecting the Atlantic and the Pacific through the interior of the continent, only two of them need be examined in detail. The plan of Professor Forshey, for railway communication from Vicksburg to Mazatlan, has the insuperable difficulty of proposing a road through foreign territory, and territory belonging to a people upon whom no reliance can be placed for the observance of treaty stipulations; and other schemes have been suggested by persons wholly ignorant of the subject. The two plans which have attracted, and deserve attention and consideration, are those of Lieut. Maury and Mr. Asa Whitney, of New York. That portion of Lieut. Maury's article, which suggests, as an alternative, the improvement of the navigation of the Rio del Norte, and the Rio Gila, with a railway connection between them, we will pass over, as we feel assured that Lieut. Maury, himself, would never have made the suggestion, if he had taken time to ascertain the difficulty and expense of rendering these streams navigable, and the absolute impossibility of uniting them otherwise than by a tunnel through the Rocky Mountains. The expense would exceed that of a railway from the line of the States to Francisco Bay.*

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* The views of our own respected fellow-citizen, and able engineer, W. R. Singleton, are deserving of notice in this connection. He seems to approve, in the main, Lieut. Maury's idea, but suggests that instead of uniting the Del Norte to the Gila, that stream shall be ascended to the Rio Chuna, one of its branches, and from thence a connection made with the Jaquesda, a branch of the Colorado. The writer has great confidence in the judgment and intelligence of Mr. Singleton in cases where he has made it his business to examine a subject in detail, but he thinks the facts herein collected will convince him not only of the practicability, but the utility and cheapness of a railway the entire route.

In a letter of January, 1848, addressed by Lieut. Maury to the Hon. T. Butler King, he has corrected an important error committed by all who had hitherto speculated upon the subject of commerce across the Pacific. The world, generally, form their ideas of distances, from *maps*, instead of *globes*, and in consequence of this fact, the prevalent opinion formerly was, that the shortest distance from the western coast of America, to China, was by way of the Sandwich Islands. This view was held so recently as in the memorial of Wilkes, and others, in 1847, to Congress, in favor of a railway to the Pacific. This radical error Lieut. Maury has had the honor of correcting. Proceeding upon the well known scientific fact, that the shortest distance between any two points upon a sphere, is along the arc of the great circle in the plane of which they are situated, he has discovered that a great circle from Panama to Shanghae, in China, instead of passing the Sandwich Islands, will pass up through the Gulf of Mexico, and the State of Louisiana, and thence through Oregon, and the Fox or Aleutian Islands. The distance from Panama to Shanghae, by this route, is 8,200 miles, or 1,200 less than by way of the Sandwich Islands. A great circle from the southern point of the Peninsula of California, to Shanghae, will pass within a few leagues of Monterey, the Bay of Francisco, and through the Fox Islands.

Now, according to Lieut. Maury, the most direct line for a railway across the continent, to connect with this latter great circle route, is from Memphis to Monterey, a distance, by an air line, of 1,500 miles. "Supposing," says he, "your proposed line of steamers established to China, and a railroad completed to Monterey, the productions and rich merchandise of China and Japan, might be placed in the lap of the great valley of the Mississippi, in thirty days."

"This route has the further advantage of being, at once, the most central and direct route that has ever been proposed from the United States to China. The distance from Memphis, by Monterey and the great circle, is only seven per cent. greater than it is by a 'bee line' drawn through the air from Memphis to Shanghae."

Lieut. Maury then adds: "I wish you to understand that I do not pretend to know anything as to the nature of the ground, or the obstacles in the way, further than what may be gathered from a mere geographical knowledge. San Diego, or San Francisco, may either offer a better terminus for the railroad, than Monterey."

If the continent were a smooth plain from the Mississippi westward, there can be no doubt that the line proposed by Lieut. Maury, would be decidedly preferable to that of Mr. Whitney, and perhaps preferable to any other; but the real practical question is, Where can we the find shortest line to the Pacific, upon which a railroad can be made at the least cost, through a fertile region, and connecting most favorably with the commercial lines of the Union?

The line proposed would cross the St. Francis, the Languille, the Cache, the White, and the Arkansas, with numerous tributaries, through a region of swamps and river bottoms, which annually overflow to the Canadian. Following this stream to its head, it would ascend to the high table lands—pass the Del Norte, and the Sierra Madre, near Albuquerque, south of Santa Fé—thence through one con-

tinued succession of mountains to the Rio Gila—down that stream to its mouth—and lastly, go over another succession of mountains, including the coast range of California, to Monterey. Here we have numerous swamps from Memphis to the Canadian, which would have to be "filled," before the road could be made, and a large number of bridges to be made. After the Canadian is reached, its course must be followed, and it must be crossed and re-crossed sundry times, besides making many "fills," where its waters overflow the bottoms; and, after its source is reached, an ascent, and a sudden one, of 2,000 feet, must be made, to get upon the table lands of New Mexico. This is the testimony of Major Long, of Capt. Pike, of Col. Boone, of Mr. Stanly, and finally of Dr. Gregg.* But this is not all. The Canadian can only be ascended as high as the vicinity of the Angostura, or Narrows. Here the river passes through a *canon*. "We found," says Mr. Gregg, "the point of a table plain projecting abruptly against the river, so as to render it impossible to pass. Ascending the main summit of these craggy promontories, the eastern ridge of the Rocky mountains may be seen." Again Mr. Gregg says: "The Canadian river flows through a *canon*, for a distance of more than fifty miles, throughout the whole extent of which the gorge is utterly impassable for wagons, and almost for horses."

Mr. Stanly, a Santa Fé trader, says, when upon the table land overlooking the river: "The valley below could only be reached by descending a frightful cliff of from 1,200 to 1,500 feet, and very precipitous." How did the Canadian and other streams of New Mexico sink themselves to such immense depths in the "solid rock?" But similar difficulties occur upon the Del Norte, and other streams.† A railroad directly west from Memphis to the Del Norte, may therefore be considered impossible. The question recurs, what route is practicable which will most nearly coincide with the air line of Lieut. Maury? Our own engineer, Mr. Singleton, has, we think, answered this question satisfactorily, as far westward as Santa Fé; and it may be doubted whether an individual more capable of giving the answer is now living. He is fully acquainted with the whole region, and is, moreover, an accomplished engineer. After stating the facts respecting the Canadian river, as herein, he says: "Driven from this route, we must return to Memphis and seek another, against which no objections can be urged. Monterey, on the Pacific, and the north bend of White river, in the State of Missouri, are precisely on the same parallel of 35 deg. 38 min. A great circle passing through Monterey and Memphis, must necessarily pass near Forsythe, and passing down White river, would make that stream its near neighbor in its whole distance to Big Black. That a railroad to Santa Fé must go as far north as the valley of the Osage, I conceive no competent person, acquainted with the nature of the country, will deny; hence we must, from Osceola, follow the valley of the Osage to its head, about fifty miles east of Council Grove, on the traders' route from Independence to Santa Fé." This opinion of Mr. Singleton's, is fortified by a perusal of

* "Commerce of the Plains," and Long and Pike. †Lieut. Abert's survey of N. Mexico.

Long's Expedition, and Featherstonhaugh's Geological Survey of the Ozark Mountains.

The only barometrical observations and profile sections of the route from the Missouri to Santa Fé, are those of Doctor Wislizenus and Major Emory. As the former traveled the usual traders' road we will give from his work some facts respecting the different places upon the route, and follow these with some facts touching the nature of the route from Santa Fé westward to the Pacific, from Emory's Reconnoisance.

Between Pawnee Fork and Little Coon Creek, in a distance of 4¼ miles, there is an ascent of 58 feet to the mile. Near the middle spring of the Cimarone, there is a similar ascent. Between this middle spring and Whetstone Creek, a distance of twelve miles, the ascent is 24 feet per mile. Near the Colorado there is a descent of 65 feet per mile for 13½ miles; and near Santa Fé there is first a descent and then an ascent of near 57 feet to the mile for sixteen miles. The streams to be crossed are Willow creek, Cottonwood creek, the Little Arkansas, Big Crow creek, Walnut creek, Ash creek, Pawnee Fork, Little Coon creek, Arkansas river, Cimarone creek, three branches; Cedar creek, M'Kenzie's creek, Cottonwood branch, Rabbit Ear creek, Rock creek, Whetstone creek, Rio Colorado, Wolf creek, Gallinas creek, and through several bad *canons*.*

The elevation of Santa Fé is 6,846 feet.† From this point General Kearny's party in nineteen days passed over a broken and precipitous region, and descended to 4,138, feet, and in five days more ascended to 6,167 feet. The next day down to 4,587 feet, and thus varying up and down to the Colorado, 176 feet above the sea. Thence between the Colorado and the Pacific over a "pass" 3,050 feet high, and thence immediately down to the Ocean. Take the following results.‡

| | | | | | | |
|---|---|---|---|---|---|---|
| Sept. | 21, | in 40 | miles, | 49½ | feet | per mile. |
| " | 29, | in 46 | " | 44½ | " | " " |
| Oct. | 17, | in 38 | " | 35 | " | " " |
| " | 20, | in 8 | " | 225 | " | " " |
| Nov. | 1, | in 10 | " | 220 | " | " " |
| " | 6, | in 38 | " | 43 | " | " " |

From the Colorado to the Ocean:

| | | | | | | |
|---|---|---|---|---|---|---|
| Dec. | 1, | in 15 | miles | 141½ | feet | per mile. |
| " | 6, | in 10 | " | 233½ | " | " " |

Surely this is enough to prove beyond cavil that if a railroad could be constructed on this route, the expense and labor would be beyond all reasonable bounds. The streams to be passed are various tributaries of the Del Norte, the Del Norte itself, a number of branches of the Colorado and Gila, and the Colorado, with *canons*, precipices and deserts without number. The route followed by Col. Cooke farther south, turns some of the mountains, but is met by the same insuperable difficulties where it strikes the Gila and from thence westward to the ocean.§ Some persons have suggested a direct line from Independence to the Passo del Norte, and thence to the Pacific; but these individuals wholly overlook the fact that the Canadian, the Red, and

* Wislizenus, published by order of the Senate. † Emory. ‡ Emory's Reconnoisance, Tables and Profile Section. § Ibid.

a number of other streams, present impassable chasms, and that this route is liable to the same objections with Emory's, beyond the Sierra Madre.* It should be borne in mind that Major Emory only ascertained the altitude three times in twenty-four hours, and that if he had done so once per hour in passing through one continued mass of tremendous mountains, the result would have been far more appalling.

Mr. Whitney has labored for years in this cause. He has pursued the great purpose with an ardor, an intelligence, and an inflexible resolution, which are deserving of all honor; and he will undoubtedly have his name associated with this most magnificent work, whenever it may be made, and wherever it shall be taken. In venturing, therefore, to question whether he has selected the best route for the work, we would desire to be understood as in no wise depreciating his intelligence and his labors. But that species of information from which we are enabled to select a location for such a work, is most difficult of acquisition by an eastern man, and can scarcely be expected, except from one who has had the advantage of some personal observation, as well as intimate intercourse with those who have made the Rocky mountains their home for years, and to whom its peaks, gorges, streams, and other peculiarities are familiar things.

Let us examine the whole line proposed by him with some minuteness. Commencing at Prairie du Chien,† the line will run entirely across the State of Iowa, and strike the Missouri river at or near Council Bluffs, in nearly a southwest direction, over an undulating surface, about equal to almost any other which could be selected from the Mississippi to the west line of the States. The streams to be crossed are Turkey river, the Wabixipinikan, three branches of Red Cedar river, the Iowa river, the Des Moines, with several tributaries, the Raccoon river, and Boyer's river. The amount of grading is inconsiderable, but the number of bridges, culverts, &c., great.‡

At Council Bluffs, it is proposed to bridge the Missouri, and follow up the north bank or bluff of Platte river to its forks, and thence, upon the north fork, leaving it to the south, to near its head; and thence to the great South Pass. On this portion of the route, Major Long traveled as far as the mouth of Platte. From him, as well as from personal observation, it is here asserted that the country on the north bank of that river is much more broken than it is upon the south bank, or upon the divide between that stream and the Kansas. A railroad is certainly practicable along the route, but it will require much more of expense and labor than one south of that river. After passing the forks of the Platte, the route will enter the black hills ten miles west of Fort Laramie, and continue through them to the Sweetwater, a northern branch, and from thence to the South Pass. Now, the author of this article, whilst at Fort Laramie, not only made several excursions into the black hills upon the North Fork, but entered upon

* See Doniphan's Expedition by Hughes, Humboldt's New Spain, Abert's Survey, and Gregg.

† His proposition is to commence at Lake Michigan, but I have inserted Prairie du Chien, in order to make a fair comparison of the three lines west of the Mississippi.

‡ Nicollet's Hydrographical Basin of Upper Mississippi; Report to Congress, 1843.

minute inquiries of traders, trappers and Indians, and he is satisfied that a mule cannot be traveled up the North Fork to Sweetwater, nor can war parties of Indians, *on foot*, pass through without extreme difficulty and hazard. These inquiries were made in 1843, and made with the express purpose of tracing out a railway line through the South Pass. There is no book from which the facts can be learned, and therefore, Mr. Whitney has only *guessed* that it might be done. The streams to be passed from Council Bluffs to the Sweetwater, are the Elkhorn, the Loup Fork of Platte, Wood river, and a number of small streams to the black hills, from whence a multitude of rapid torrents fringe the stream to its head. His route, therefore, must necessarily be changed to cross the North Fork at Fort Laramie, and thence follow the emigrant trail.

From the South Pass to the Soda Springs, in the northern bend of Bear river, the country begins to grow more broken and mountainous. Descending from the South Pass, the route strikes and follows Sandy creek to its confluence with the Green, (or Colorado of the West,) and crossing that stream, strikes Black's Fork; thence up that stream to the head of Muddy creek, (its main branch;) thence over a sudden dividing ridge to Bear river; and thence down that stream—making some detours to avoid *canons*—to the Soda Springs. This portion of the route presents no insuperable difficulties. The country, after passing Green river, becomes much broken, and the road winds much until it arrives at the foot of the dividing mountain ridge between Green and Bear rivers. This ridge is 8,234 feet above the sea, and the valley of Bear river is 6,446 feet; but the Pass no where ascends at a greater rate than 100 feet per mile.

From the Soda Springs to Fort Hall, after passing a dividing ridge, the route descends the Portneuf river valley, to Fort Hall. The Soda Spring is at an elevation of 5,738 feet, and Fort Hall 4,779 feet, a descent of 23½ feet per mile; but the altitude of the dividing ridge is not given.*

From Fort Hall to Walla Walla on the Columbia, the route cannot follow the river bottom, because in many places the mountains present perpendicular walls on each side for miles together. Lewis and Clark attempted to descend Lewis' Fork in canoes, but found it impracticable on account of the *canons* and falls; and Fremont says of Fort Hall that it "obtains nearly all its supplies from the distant depot of Vancouver by a difficult water carriage of 250 miles up the Columbia river, and a land carriage by pack animals of 600 miles."† With this account that of Captain Bonneville, who traversed this whole region, entirely agrees;‡ and the author of this article has conversed with a number of old trappers and indians, some of whom were with Bonneville, and they all concur in these facts. The route of Mr. Whitney must therefore follow the usual road of the emigrants, and that of Fremont, who expressly states that he sought the one which could be easiest traveled. Descending the rough and barren valley of Lewis Fork, this route crosses this river 160 miles below Fort Hall, then passes to the head of Boise river and follows that stream to its

* Fremont. † Ibid 163. ‡ Irving's Adventures of Bonneville.

mouth at Fort Boise; here it recrosses Lewis river, and after passing over immense mountain chains for many miles, descends into the valley of the *Grand Ronde;* and thence through the great mass of the Blue mountains to the head of Walla Walla river, and down that stream to its mouth at Fort Walla Walla. The streams crossed on this part of the route are Portneuf river, Panack river, Fall creek, Raft river, Swamp creek, Goose creek, Rock creek, a nameless creek, Lewis river, four creeks, Barrel Camp creek, Rock creek, five other creeks, some tributaries of the Boise, the Boise river, Lewis river again, the river Aux Malheurs, Birch creek, Burnt river, Powder river three times, three branches of Grand Ronde river, the Umatilah river, and the Walla Walla, with several tributaries.

From Fort Hall to Walla Walla let us here add the results of barometrical observations, as given by Fremont:

On the 23d September, in a distance of twelve miles, we have, first: in one hour's travel, a descent of 83 feet; in another hour an ascent of 113 feet; in another hour an ascent of 21 feet; in another, 3 feet; in another 36 feet; in another, 7 feet; in another, descent 13 feet; in another, ascent 4 feet; in another, descent 30 feet; in two more, ascent 1 foot; in another, descent 22 feet; in another, descent 71 feet; in another, descent 6 feet; in another, descent 21 feet.

On the 24th, in a distance of ten miles. Between sunrise and noon, a descent of 31 feet, and between noon and sunset, a descent of 117 feet. On the 25th, in a distance of 13 miles—From sunrise to 2 P. M., ascent of 57 feet; one hour more, 10 feet; another hour, 15 feet; another, 13 feet; in another, 67 feet.

On the 26th, a distance of 17 miles. Sunrise to noon, ascent 88 feet; noon to sunset 295 feet.

On the 27th, a distance of 20 miles. Sunrise to sunset 322 feet, 16 feet per mile.

On the 28th, a distance of 25 miles. Sunrise to sunset, 623 feet ascent, 24 feet per mile.

It must be recollected that the ascents and descents are for the most part sudden and precipitous, and that barometrical observations as here given, are far from conveying an accurate topographical idea. In passing the Blue mountains Fremont broke his barometer, and from the Grand Ronde the altitudes are now added from his topographical map. "From the waters of Powder river, says Fremont, "the road ascended to a dividing ridge," and then "directly descends into the Grand Ronde by the face of a hill so very rocky and steep, as to be apparently impracticable." This valley is 2,660 feet, the base of the Blue mountains is 2,700 feet. After traveling twenty-one miles, the mountain is 3,830 feet—54 feet per mile. In three miles more the elevation is 4,760 feet—311 feet per mile. In seven miles more, the elevation was 5,000 feet. On the western side these mountains descend more suddenly, and they are therefore impassable by a railway.

From Fort Walla to the mouth of the Columbia, the proposed route must descend immediately along the emigrant road on the river bank for some distance; but this is impossible, for the river rises sixty feet in the spring and submerges this road. If the river is left, a mass of abrupt mountains present themselves between the Walla Walla and

John Day's river, and again between the latter and Fall river. Below Fall river the great Cascade range presses up to the very waters of the river, completely shutting it in. Fremont says of the river, "entering among the lower mountains of the Cascade range, high and steep rocky hills shut it in on either side, rising abruptly to the height of 1500 feet above the water, and gradually acquiring a more mountainous character as the river approaches the Cascades." Again, "near the shore the river is bounded by steep escarped hills and huge vertical rocks, from which the waters of the mountain reach the river in a variety of beautiful falls, several hundred feet in height." Beyond the Cascade range, the coast stretches north from California west of the Wilhamette valley, and across the Columbia, presenting another impassable barrier to a railway. Of this portion of the route, about three hundred miles is through a fearful succession of volcanic mountains, intersected with frightful chasms, where a wagon wheel was never turned (though many attempts have been made,) and where a solitary horseman finds it well nigh impossible to toil his serpentine course. Is it not the extreme of absurdity to dream of a railway here? Let those who are haunted with hopes or doubts, examine Fremont, Lewis and Clark, De Smedt, Burnett, Farnham, &c., and they will be satisfied.

Recently, Mr. Whitney seems to have an idea that, by turning northward from the South Pass, to the head of Salmon river, a more feasible route can be found. Some of the mountain barriers might be turned in this way, but not much would be gained. The writer has conversed with a number of old trappers on this point, and he is satisfied that a railway cannot be made from the South Pass to the mouth of the Columbia, without an expense of millions to the mile, in many places, and most probably it is altogether impossible.*

Having thus examined carefully the routes proposed by Lieut. Maury and Mr. Whitney, and ascertained that they are both impracticable, the question recurs, Is a route to be found from the Mississippi to the Pacific, which is direct, practicable, cheap, and in all respects advantageous? The author of these articles, from his earliest youth, has deeply interested himself upon this subject. At the age of eighteen, with the enthusiasm of youth, he collected the materials for a volume, to prove the great advantages which would result from the planting of a colony at the mouth of the Columbia, and the opening of an overland trade across the continent to India. He even proceeded so far as to write many pages of this book; but, after he acquired full information, became entirely satisfied that an overland trade up the Missouri, and down the Columbia river, could not rival the present sea route, and would be, therefore, unprofitable. From that day to this, he has watched, with deep solicitude, the progress of improvement in railways and steam vessels, and has permitted no opportunity to escape unimproved, for acquiring an accurate knowledge of the country west of the Rocky Mountains, with a hope that he should see the time when the commerce of the Pacific could be revolutionized. He has long been satisfied that no railway could be made down the Columbia, nor any where south of the great South Pass.

* See also Bonneville's Adventures, by Irving.

In 1843, he spent some time in the mountains, and upon the plains, and he then was impressed with the belief that he had, at last, succeeded in finding a practicable route for this great work; but he had no means of satisfying himself beyond all doubt, until the last expedition of Col. Fremont established some facts necessary to be taken into the calculation. Besides, until very recently, the western terminus of this route was in the hands of a foreign power, and there was nothing to be gained until the territory of California was acquired. For seven years past, he has not doubted that this acquisition was inevitable; but the imprudence of Mexico has precipitated the event.

The route, as proposed, will be here traced out, and topographically explained; and the author feels a perfect assurance that *no other route can be pursued; and this is not only practicable, but will prove, in its whole length, as cheap as any other railway of any considerable length in the United States.*

It is proposed to make the mouth of the Kansas river the eastern terminus of the railway. From that point proceed as nearly west as may be, to the forks of Platte river; thence crossing the South Fork, and following the North Fork of that stream to Fort Laramie; thence along the usual emigrant road to the South Pass; thence by the nearest and best route to the head of Bear river; thence down that stream to its mouth, and through the Mormon settlement to the outlet of the Utah Lake into the great Salt Lake; thence across the desert, leaving the Salt Lake on the north, to the head of Mary's or Humboldt river; thence down that stream to the "Sink;" thence to Salmon Trout river; thence across the pass of the Sierra Nevada to the Sacramento valley; and finally, down that valley to the Bay of Francisco.

From the mouth of the Kansas to the forks of Platte river, this route ascends the fertile valley of the Kansas to Blue river, and follows that stream nearly to its head, from whence, in 25 miles, it strikes the Platte near the head of Grand Island, and follows the valley of that river to its forks. This part of the route is absolutely free from impediments, and needs no grading, so admirably does it lie for a railway.

Crossing the South Fork, where a bridge is requisite, it follows the North Fork to Fort Laramie, through a valley well nigh as level as a floor, and without crossing a stream until it arrives at Laramie's Fork, which is about ten yards wide.

From Fort Laramie to the South Pass, the road will need but little grading. Fremont says: "The road which is now generally followed through this region, is a very good one, *without any difficult* ascents to overcome." He adds: "From the mouth of the Kansas to the Green river valley, (west of the mountains,) there is no such thing as a mountain road on the line of communication."

The South Pass is 7,490 feet above the Gulf of Mexico. August 13th, Fremont's descent in 24 miles, was 22 feet per mile. August 14th, in 25 miles, 11 feet per mile. August 15th, in 29 miles, 15 feet per mile. August 16th, in 26 miles, 3 feet per mile. August 17th, in 21 miles, 3 feet ascent. August 18th, in 32 miles. about 15 feet ascent. August 19th, in 28 miles, about 6 inches per mile descent.

This brings us to Muddy creek, a branch of Ham's Fork, which is

again a branch of Black's Fork, a tributary of the Colorado of the West. The road from the South Pass to Muddy creek, the point to which the foregoing calculations bring us, descends Sandy Creek to its confluence with the Colorado, and crossing that stream, strikes Black's Fork, and thence up that and Ham's Fork to the head of Muddy. On the 20th August, Col. Fremont passed the "divide between the waters of the Colorado and Bear rivers." He say, we continued to travel up the creek by a very gradual ascent and a very grassy road. At noon we halted at the last main fork of the creek, at an elevation of 7,200 feet, and in the afternoon continued in the same excellent road, up the left or northern fork of the stream towards its head, in a Pass at an elevation of 8,230 feet." "From the summit of this Pass, the highest which the road crosses between the Mississippi and the Western Ocean, our view was over a very mountainous region." "The ascent to the summit of the gap was occasionally steeper than the National Road in the Alleghenies; and the descent by way of a spur on the western side, is rather precipitous, but the Pass may still be called a good one." This Pass no where presents an ascent or descent of more than 100 feet per mile, an obstruction not more formidable, we imagine, than many that have been passed by railroads in the States.*

Once in the valley of Bear river, the route descende that stream, making some "cut off" to avoid *canons*, without serious impediment, to the plains east of the Great Salt Lake. Following these plains, we arrive at the Mormon settlement, which is on the east bank of the Utah Lake, which connects by a stream, a few yards wide, with the Salt Lake on the north.

From the Utah outlet to Mary's or Humboldt river, which is directly west, is 315 miles. This outlet is 4,200 feet above the level of the sea. West of this outlet, Mr. Bryant says:† "Our route for several hours described nearly a semi-circle when there was a break in the range of mountains, and we entered upon another plain."

The next day he says "they determined to cross a range of mountains instead of following to avoid it, the shore of the Salt Lake, we laid our course nearly west."‡ This range then can be turned. West of the range he says "we took a north-east course across the plain, striking Fremont's trail of last year." "The breadth of this valley from one range of mountains to the other, is twenty miles." At this point Mr. Bryant says "Mr. Hudspeth who had kindly conducted us thus far from Fort Bridger, left us for the purpose of exploring a route for the emigrant wagons farther south. He was accompanied by three gentlemen, Messrs. Ferguson, Kirkwood and Minter."

Mr. Minter here mentioned is a native of Shelby county, Kentucky, and now a resident of Clay county, Missouri. He is well known to the author of this article, and is a sensible, business young man. By him the writer is assured that the party fully succeeded in finding a wagon road—that the road was a good one in every respect, save as to scarcity of water—and that the emigrant wagons passed through to Mary's river without accident. Mr. Minter also states that he sees no

* See also Bryant and Bidwell's Narative. †Page 164. ‡Cox 66.

reason why a railroad may not be made on this route as easily, or more so, than over the Alleghenies east of Pittsburgh. This is the best, and with Mr. Bryant's, the only testimony we have as regards the route from the Salt Lake to Mary's river; but even upon that traveled by Bryant's party there is no doubt a railroad could be made. Mr. Bidwell who went to California in 1842, passed around the northern end of the Salt Lake and thence west to the head of Mary's river. In his published journal he states enough facts to prove incontestibly that a road could be made along that route. Capt. Bonneville also despatched a party from Bear River Valley to explore the Salt Lake. This party instead of doing so, passed north of the Lake to Mary's river and followed it down to California. No mention is made in Irving's Narrative of mountains on their route to Mary's river,* and the writer of this article was assured by one of that party, that on this part of their road the mountains were turned.

Down the valley of Mary's river there is not a single cañon which may not be easily turned, and for nearly its whole length there would be but slight labor in grading. Where the emigrant road strikes this river it is 4700 feet above the sea, and at the point where it sinks it is 4,200 feet. The termination of this river is within fifty miles of the base of the Sierra Nevada, and opposite the Salmon Trout River Pass, which is "only 7,200 feet above the level of the sea, and less than half that above the level of the Basin.† This pass is forty miles above New Helvetia, by which the route descends the valley of the Sacramento, directly through the gold region, to the Bay of Francisco, without any impediment whatever.

Having shown that the routes proposed by Lieut. Maury, and Mr. Whitney, if practicable at all, (which is difficult of admission,) pass over a country much worse than the new route proposed, let us now give some additional reasons why the new route should be preferred.

1. Its eastern terminus is outside of any sovereign State. Although the coming administration, and the dominant party, may have no constitutional scruples about constructing railways through sovereign States, it is nevertheless true that Monroe, Jefferson, Jackson, Van Buren, and other distinguished citizens, have maintained that Congress has no such authority; and it is also true, that a very large party—one which has generally had the majority—adopt this opinion as a cardinal principle; and it is always prudent, at least, to respect such opinions, save in case of overruling necessity.

2. The new route, as far as the South Pass, does not cross as many streams as either of the other two, nor does it pass over as much broken country, where "cuts" and "fills" would be requisite. This will be a great saving of expense.

3. The new route passes over a larger quantity of fertile land than either of the others. The route to Santa Fé, beyond Council Grove, (only fifty miles from the State line,) where it has been shown Maury's road must pass, is absolutely sterile to Santa Fé.‡ Lieut. Emory says: "Nov. 24. All of Northern Mexico, embracing New Mexico, Chihua-

* See Bonneville's Adventures. †Fremont's Geographical Memoir. ‡ Gregg, J. T. Hughes, Emory and others.

hua, Sonora, and southern California, as far north as the Sacramento, are, as far as the best information goes, the same in the physical character of its surface, and differs but little in climate and products. In no part of this vast tract can the rains from Heaven be relied upon to any extent, for the cultivation of soil. The earth is destitute of trees, and in great part also of any vegetation whatever. A few feeble streams flow from the great mountains. These are separated by plains, or mountains, mostly without vegetation, and may be called deserts. The cultivation of the earth is, therefore, confined to those narrow strips of land which are within the level of the waters, and it involves a degree of subordination, and absolute obedience to a chief, absolutely repugnant to the habits of our people. The chief, who directs the irrigation, must be implicitly obeyed. A departure from his orders may endanger the means of subsistence of many people." And, in many other places, Major Emory represents the whole of this country in even worse colors. His testimony is amply fortified by others.* There is, then, no agricultural region on this route.

From the mouth of the Platte river, west to the mountains, there is no cultivable land on the north side of that stream. This is the testimony of Long, and many others. Nor is there a single spot of soil on Whitney's line, until the Bear river valley is reached; and his road leaves this valley at the Soda Springs, including only one-half its length. From this point, several hundred miles down Lewis river, to the Grand Ronde, the angel of desolation has set his seal upon the whole land. Fremont says, at Fort Hall: "Beyond this place, on the line of road along the barren valley of the Columbia, there does not occur, for a distance of 300 miles, a fertile spot sufficiently large to produce the necessary quantity of grain, or pasturage enough to allow even a temporary repose to the emigrant. The Grande Ronde is only twenty miles in diameter, and beyond this, except a small patch at Walla Walla, the country is uninhabitable to Vancouver,† As to the portion of Whitney's line through the State of Iowa, that is more than overbalanced by the connecting line through Missouri, hereafter noticed.

Now, from the mouth of Kansas, for two hundred and seventy-five miles west, there is as fine and fertile a soil as the world affords, well timbered and watered.‡ Thence up the southern valley of the Platte to the Forks, the soil is better than on the north side, and from the Forks to Fort Laramie, Col. Fremont who analyzed the soil, found it a fertile formation of marl and earthy limestone. Thence to Bear River Valley the soil is indifferent; but down the whole course of that stream Fremont states the valley to be delightfully fertile. At the Mormon settlement on the Utah there is a broad valley of fertile soil, extending indefinitely south along the western slope of the Wahsatch mountains.§ And down Mary's river its valley is fertile, and upon the Sacramento we have the largest body of rich arable land west of the Rocky mountains.

4. The new route should be preferred, because the territory north of

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*Emory s Report, Abert's Survey, Hughes, Gregg, Humboldt and Pike.
†Fremont. ‡Fremont. §Fremont's Exp. and Geographical Memoir.

the Platte has already an ample commercial outlet for such a country down the Missouri river; and because the Missouri and Columbia, in the far future, when population has spread along their banks, will be sufficient for the purposes of interior trade from Oregon to the Mississippi valley; and because, unless we unite California to the Union, by a railway, it will be, to all intents and purposes, cut off from us commercially, and as a necessary result in social and political feeling and interest. Of what advantage will the commerce of the Pacific coast, with all Asia, be to us, without a railway? We cannot buy their products, because ours are nearly the same. No exchanges can be made between us. California will command the markets of all Asia, because she can substitute a barter for a trade, in cash, and because she can undersell all others.

5. The new route should be preferred because a railroad can be constructed on it for less than half which would be required on either of the other lines. East of the mountains the other two are more cut up by streams and bluffs, and west of them they run absolutely for hundreds of miles across immense mountain chains; whereas the new route is nearly free of intersecting streams, and is only crossed by a narrow dividing ridge at the head of Bear river—at most by a low ridge at the head of Mary's river—and by the Salmon Trout Pass, none of which places are as bad as places in the Alleghenies where railroads are now constructed.

6. The new route is preferable because the western terminus is better. The mouth of the Columbia cannot be entered by large vessels, and to take the road to Puget's Sound would involve the expense of a bridge across that great river; and besides, there is no safe harbor at Puget's Sound. The Bay of Monterey, although good, is not equal to that of Francisco, and upon the latter and its tributaries, nearly all the good soil of California lies; and therefore, this must be the centre of business and population.

7. The new route is preferable, because it relieves the government of the union from the expense of five hundred miles of the road as proposed by Mr. Whitney, this being the distance from Lake Michigan via. Prairie du Chien to Council Bluffs, This is a saving of at least from $8,000,000 to $10,000,000. The people of Missouri are now contemplating the construction of a railway from St. Joseph to Hannibal, and another from Independence to the mouth of the Ohio, with connecting lines from each of these to St. Louis.

If Congress will make the usual grant of alternate sections on these lines, and resolve upon the Pacific railway, *there is no doubt whatever*, that these lines will be so run as to connect at the mouth of the Kansas, and will be completed long before the great Pacific line can be. On this subject it is certain *there would not be a dissenting voice* in the State. Mr. Whitney's plan has been hitherto mainly supported upon the supposition that there was no other hope of paying for this railway than with the public lands; and that his route passed through the only region where the public lands would yield a sufficient sum for the purpose. This may be emphatically denied. After the usual grant of alternate sections is made as here suggested, there will be more public lands left in the State of Missouri, than there is in a belt

of sixty miles across Iowa; and from the mouth of Kansas west two hundred and seventy-five miles, there is the finest body of fertile soil in the United States. The public lands, then, on the new route, are more valuable than on that of Mr. Whitney. On Lieut. Maury's there is none.

8. There is no need of relying upon the public lands. If Gov. Mason's report may be relied upon—and it is fortified by all other accounts—there is more gold in California, on the western terminus of the new route, than will pay the whole debt contracted by the war, and construct a treble line of railway to the Pacific. How else can this fund be appropriated, which will render it half so beneficial? And what else can be done with it? Shall it be drawn into the Treasury of the Union, and expended upon the ordinary operations of the Government, and for improvements within the States? Most certainly, Congress will not dream of attempting it; and, moreover, if it did, the people of California would sever the bonds of the Union—and justly too—within four years. Justice requires that this revenue shall be expended for the benefit of the great country from the bosom of which it is derived, and how else can it be so much benefitted?

9. The means for constructing the work abound more plentifully upon the new route than upon either of the others. Timber is abundant on the lower Missouri, the Mississippi and their tributaries, and there is good timber for 200 miles upon the Kansas river. From the mountains westward to the Salt Lake, good timber is abundant, and down Mary's river, and in the Sacramento valley, there is the finest timber in the world. On the route of Lieut. Maury, there is not a solitary stick of timber west of the State line. On that proposed by Mr. Whitney, there is none this side of the mountains, and none beyond Bear river, until we reach the Blue mountains, five huudred miles below. Directly on one of the proposed branch lines from St. Louis, there is the richest and most extensive bed of iron ore in the known world; and who can doubt that if these works should be undertaken capital would instantly seek investment where there was so great a demand? Even at this time the best judges are of opinion that the working of this ore would yield enormous profit. Here, then, enormous transportation would be saved, and a rich source of wealth and prosperity be developed.

10. The route proposed is a more direct route to China and the East Indies, from Europe, and the interior cities of the United States, than either of the others. Lieut. Maury does not undertake to say what distance a *practicable* route would be from Memphis to Monterey; and nothing can be clearer than that Mr. Whitney is wholly mistaken in his calculations on this point. This scheme of measuring the breadth of a continent, by lines of longitude, and then asserting distances without regard to geographical features, is, to say the least of it, very absurd. The route of Fremont, the emigrants, and of Emory, are evidently the best and only practical guide. All of those persons say that their object was to find the shortest passable road; and surely we cannot expect to run a railway through such a country, more directly than a mule can travel over it. The probability is just the reverse of all this—and so is the experience of the world.

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| *From Memphis to Forsythe, is | 210 miles. | |
| From Forsythe to Osceola, | 115 | |
| From Osceola to Marie de Sygnes, | 50 | |
| From Marie de Sygnes, by Council Grove, to Santa Fé, | 800 | |
| From Santa Fé to San Diego Bay, | 1,043 | 2,218 miles. |
| If Col. Cook's route be followed, as seems necessary, this will add to the distance | | 150 |
| And, if a new line from the Colorado to Monterey be substituted for the one to San Diego, as Lieut. Maury proposes, this will add | | 300 |
| From Monterey to Shanghae, | | 5,400 |
| Total, | | 8,068 miles. |
| *From Prairie DuChien to Council Bluffs is | 360 miles. | |
| From Council Bluffs to the South Pass, | 880 | |
| From South Pass to Walla Walla, | 770 | |
| From Walla Walla to Puget's Sound, | 300 | 2,210 miles. |
| From Puget's Sound to Shanghae, | | 5,200 |
| Total, | | 7,410 miles. |
| *From St. Louis to mouth of Kansas, | 220 miles. | |
| From mouth of Kansas to South Pass, | 900 | |
| From South Pass to the Salt Lake, | 296 | |
| From Salt Lake to Mary' river, | 300 | |
| From Mary's river to Truckee Lake, | 408 | |
| From Truckee Lake to New Helvetia, | 146 | |
| From New Helvetia to Francisco Bay, | 40 | 2,310 miles. |
| From Francisco Bay to Shanghae, | | 5,300 |
| Total, | | 7,610 miles. |

This calculation, so far as respects Lieut. Maury's route, is, for the location which Mr. Singleton has given to it—and I know of no one more competent to judge—as far as Santa Fé. Beyond that point, the reports of Emory and Cooke are the guides. Mr. Whitney's route, from the Mississippi westward, has two hundred miles the advantage of the new route; but it must be remembered that the real terminus of his road is at Lake Michigan, which would add 250 miles to the distance. It is deemed unnecessary to add tables here, to prove that all the great commercial centres of the Union will be brought nearer to China by the new route proposed, than by any other. A glance at the accompanying map will be sufficient to show this fact beyond all cavil.†

Lieut. Maury has urged in favor of Memphis, that it is a central point as respects the Union; and from that point, the products of the

*These distances are given from Singleton, Gregg, Wislizenus, and Emory, for the route by Santa Fe; and from Nicolet, Fremont, and Bryant, for the other two. Those by sea are estimated from good sources, and are believed to be correct.

†See the January No. of the Western Journal.

east could be more readily and cheaply distributed than from any other. Now let the reader look at the map, which exhibits all the railroads of the Union, finished and in progress, and he cannot fail to be struck with the advantages gained by the new route. 1st. At the mouth of the Kansas, the rich products of the Pacific may go down the Missouri, up and down the Mississippi and Ohio, and by all their tributaries to every point in this great valley, where boats of any size can run. 2d. The northern branch of this railway crosses the Mississippi at Hannibal, and proceeds directly east to Philadelphia, distributing along the whole line, through numerous branches, wealth to the north and south. 3d. The southern branch, striking the Mississippi opposite the mouth of the Ohio, here connects with these rivers, and with *all* the great lines of railway throughout the southern States; and 4th. Branches from St. Louis, north, south, and east, still further multiply the facilities of trade, and stimulate the energies of all branches of industry. To St. Louis, too, the whole railroad system of the Union converges, as well as the great waters of the west, affording numerous facilities for exporting the rich productions of the country into the Pacific.

## ART. IV.—FREE TRADE.

BY THE HON. ADAM BEATTY, OF KENTUCKY.

Convinced that more labor is lost by reason of the great distance between the producers and consumers, than through ignorance of either the science or art of agriculture, we have hitherto confined our labors in the agricultural department of the Western Journal, chiefly to an examination of the disadvantages involved in our present system of exchanging commodities. In treating this subject, we have always endeavored to avoid the political questions of "protection" and "free trade," simply aiming to direct the attention of the agriculturalists, to the inconveniences under which they labor, arising from a want of manufacturing establishments in their midst. For we are persuaded that when the true nature and extent of the evil shall have been understood and fully appreciated, there will be little difficulty in discovering an appropriate remedy. The protection of labor by imposts on foreign commodities, must in every instance involve a question of expediency, which can only be determined by the facts of each particular case as it occurs; and the true policy of a country may in some instances require, that certain commodities should be admitted free of duty. Indeed, this may sometimes operate indirectly to the

protection of others; but a system of free trade embracing every commodity would, in our case, amount to a surrender of much the larger portion of the benefits accruing from the excellence of our institutions, as well as from the abundance of our natural resources.

The operation of such a system is most happily illustrated by Judge BEATTY, in the following article:

*To the Editors of the Western Journal:*

IT is not surprising that a doctrine, so plausible as that of *free trade*, among all nations should have won the approbation of large classes of our citizens. If the circumstances having a bearing upon trade of all nations, were precisely the same, then, indeed, it would be practicable to allow of perfect freedom of trade among them, subject to no other restriction than that which would arise from moderate revenue, and port duties. Such a trade would doubtless be advantageous to all nations thus circumstanced, carrying on commerce with each other.

But could such trade be carried on among nations whose circumstances were materially different, to the mutual and *equal advantage* of each? Let it be supposed that *free trade* should be opened between five nations, under the following circumstances:

1. One whose population was two hundred to the square mile, in which the average price of labor was twenty cents per day; and where capital was so abundant that money could be readily obtained, upon good security, at three per cent. per annum.

2. With a population of one hundred to the square mile, in which the average price of labor was forty cents per day; and where money could be readily borrowed, on good security, at four per cent. per annum.

3. With a population of fifty to the square mile, in which the average price of labor was sixty cents per day; and where money could be readily borrowed, on good security, at five per cent per annum.

4. With a population of twenty-five to the square mile, in which the average price of labor was eighty cents per day; and where money could be readily borrowed, on good security, at six per cent. per annum.

5. With a population of ten to the square mile, in which the average price of labor was one dollar per day; and where money could be borrowed, on good security, at seven per cent. per annum.

It is obvious, from a bare inspection of the above propositions, that the nation (No. 1) having the greatest population per square mile, and where labor and capital were at the lowest rate, would have an advantage over all the others, in carrying on with them a system of *free trade;* and that this advantage would be greatest with nation No. 5, and proportionably so with those No. 4, 3 and 2.

That the nation No. 2 would possess the next greatest advantage resulting from the mutual and free trade among the five, and so with the others in succession; if, indeed, advantage could result from such an unequal commercial arrangement.

But No. 1 would have so great and decided an advantage even over No. 2, that the latter would soon be compelled, in order to compete successfully with No. 1, to reduce the *price of labor* to the same standard which prevailed in the neighboring nation. It would still labor under the disadvantage of paying more for *capital*, to enable it to carry on large manufacturing establishments; but by being content with more moderate profits, this might be borne.

The relief thus secured to the nation No. 2, in placing it upon an equality, or *nearly* an equality with its rival, would make the condition of the other three the more deplorable, because they would now suffer by the profits and *prosperity of two*, instead of *one* of the five free trade nations.

If the alliance of the five nations in free trade, could not be dissolved, *neccssity* would compel the three suffering nations to resort to the same means which was found effectual in relation to No. 2, to-wit: *a reduction in the price of labor.*

This is the inevitable result to which *free trade* must come among nations, if such a system were *permanent.* The price of labor must be equalized in each. Although the nations having the larger population, and the most abundant capital would still have the advantage, which would be adequate to the protection of their *home interests*, yet this advantage would not be so considerable as to enable them to interfere with the *home industry* of foreign nations, which had reduced their labor to the minimum of twenty cents per day. But is it desirable, for the sake of the *free trade principle*, that the price of labor should be reduced to the minimum of twenty cents per day?

No one, who has turned his attention to those countries in which labor is at its minimum, and compared the condition of the population there, with that of the population in the United States, can, for a moment doubt, that our system of liberal compensation for labor is attended with greatly superior benefits to the European system.

This is a subject in which the great masses of our people are deeply interested; nay, it is one which concerns our entire community. It would be the greatest blessing which could befal our country, if the present system of high price for labor, could be perpetuated. But this blessing cannot be secured and perpetuated but by banishing the doctrine of free trade from our counsels.

If our productions, whether of agriculture or manufactures, are forced to compete with the productions of foreign nations, where the price of labor is only one-fourth or one-third of what it is here, it is evident that either *ours* must be superceded by those resulting from foreign labor; or that the price of labor must be so far reduced in the United States, as to enable it to compete successfully with foreign labor.

By the introduction of foreign iron, woolens, &c., a vast amount of *foreign agricultural products*, as well as of *foreign labor*, is introduced into the United States. *Iron* is the entire product of the breadstuffs and labor of England. We import of this article to the value of nine millions annually, and to that amount supercede American agricultural productions and labor.

Of woolen goods we import annually to the amount of ten millions

of dollars and upwards. The wool alone, constituting the raw material, would be worth to the United States, five millions, and the other five would go to the producers of breadstuffs, and the laborers of the country, if adequate protection were afforded to *home industry*. To these two items, many others might be added; but I feel that I should, by going into particulars, only repeat arguments which you have so strongly urged in several numbers of your able and interesting "Western Journal."

In your September number you remark, that "the only hypothesis of society, that is consistent with free trade, is, that all nations should be equal and alike in all respects." The chief points in which this equalization should exist, is population, capital, advancement in the perfection of machinery, applicable to manufactures and the arts, and the price of labor. In all these particulars, England has advantages which it might be supposed would enable her to enter into a free and successful competition with all other nations; and that, consequently, free trade would be very suitable to her circumstances. Of this opinion were her statesmen; and they have led the way, and used their influence to induce other nations to follow the example of England, in adopting free trade principles. In the short time that has intervened since the introduction of this new principle in her commercial policy, experience has taught her that *other circumstances* beside those enumerated above, have a material influence in deciding the question whether a nation is prepared, *at all points*, to adopt the principle of free trade.

Under the system of *protection*, which prevailed until recently, England guarded, with the utmost vigilance, her agricultural interests. The policy of securing a sufficient quantity of breadstuffs to feed her numerous population, from her own agricultural resources, was deemed a measure of wisdom essential to the welfare of the nation. A domestic supply, *in ordinary seasons*, was looked to with the utmost confidence, and the most liberal encouragement and *protection* was extended to her agriculturalists, to induce the utmost efforts to produce a full supply of *home products*, to satisfy the *home consumption*. But as unfavorable seasons, as all experience had shown, must occasionally reduce the crop below the usual *average*, and consequently leave a deficiency of breadstuffs, the *protecting duty* on breadstuffs was regulated by a sliding scale, by which the duty was gradually *reduced*, as the price of breadstuffs *rose*, in consequence of the reduced quantity of the home supply, arising from the unfavorable season.

If this scale had been wisely regulated, as time and experience should have dictated, the system would have been as perfect as could have been devised, consistently with the principle of protection to *home industry*. But the statesmen of England, now in power, believing that such a state of things existed as would enable that country to compete successfully with all others, determined to try the experiment of free trade, not all at once, but by slow degrees. In accordance with this new system of commerce, the duty on breadstuffs was to be gradually reduced; and, after the 1st of February, 1849, was to be admitted entirely *free of duty*.

Now, although England, as shown above, was in a condition which

would enable her to compete successfully with other nations, upon free trade principles, in most branches of commerce, yet experience has shown that she is not thus eligibly situated in relation *to all;* and among these, particularly in the production of breadstuffs. In the rearing of these upon her *high priced lands*, subject, as they are, to the *enormous taxes* which are levied for tithes, for *poor rates, paying the interest on her very large public debt*, and the expenses of a most extravagant government, she cannot compete successfully with the wheat growers of southern Russia, and the United States.

In the gradual process of reduction of duty on foreign breadstuffs, the growers of wheat in England have struggled with foreign competition, even at a great sacrifice, because they cannot readily substitute other crops in the place of wheat, but every successive reduction, renders such competition more and more difficult, and must inevitably tend to a *diminution* of the quantity of breadstuffs produced in England.

The following extracts, from Blackwood's Magazine for November, 1848, show the state of things which has already arisen from the adoption of the free trade principle in England:

"Is it not clear, and utterly beyond dispute, that our exports, for which we have sacrificed everything, are greatly on the decline, and that our imports are steadily increasing? Not even the merest tyro in political science — not even the dullest dolt that clamored at the meetings of the League—will venture to affirm that this is a state of things, which can continue without entailing ruin on the country." (page 633.)

"The excess of the national expenditure above the revenue, has been stated at the enormous sum of a million and a half, (sterling,) though we believe that in reality three millions would not cover the deficiency; and a considerable item even of that revenue is to be cut off from us, when the act repealing the corn law shall come into full operation."—(page 633.)

"We must again look to the customs as our main source of revenue; and more than that, as our absolute salvation from the anarchy which must ensue, if the hundred small non-importing trades of the country are to be sacrificed for the monopoly of the few, and the millions engaged in these pursuits, made beggars, and driven to desperation."

"And what is the state of the monopoly? How have the manufacturers gained? Let four millions of diminished exports, *on the half year* only, and the suppression of the Manchester return of the number of unemployed operatives, in the very metropolis of the League, be the reply. Yes—it has come to this pass, that the free traders DARE not publish to the world the results of their own madness. In the month of June last, there were within a fraction of EIGHT THOUSAND workmen without employment in Manchester alone, and the numbers were increasing so fast that that it was deemed expedient to discontinue the startling return."—(page 634.)

"How, then, have the manufacturers gained by free trade? On the one hand, they have not been able, by inviting and giving every facility to imports to increase the quantity of their exports; on the other

hand, they have closed up several of their surest markets. The full extent of our egregious folly has not yet become visible to the public."

"The number of vessels which have cleared out of the Clyde, from the port of Glasgow, during the last nine months, is in the proportion of 382 to 602 for the same period in the previous year!"—(page 634.)

"We have seen and felt the system as it works; and the only question now for our consideration is, whether we are to suffer it to endure? If we do so, it is vain to deny that we are on the verge of ruin. There is not a symptom of improvement. Day by day the cry of distress waxes louder."—(page 635.)

If such a state of things existed even before the repeal of the corn laws had taken full effect, it is not difficult to foresee that *free trade in breadstuffs* will soon have run its race.

The last accounts from England represent grain as "dull and declining. Baltimore and Philadelphia flour twenty-seven shillings, and best Western Canal thirty shillings per barrel." This is equal to six and a half to seven dollars per barrel. At the same date, the price of flour in Baltimore was $5, and in New York $5 25 to $5 37. As flour can be freighted for fifty cents per barrel, it is evident that after February, when the repeal of the corn law takes full effect, flour in England must fall to from six and a half to seven dollars per barrel. Such prices would prove perfectly disastrous to the wheat growers in England. They would no longer be able to pay their poor rates, tithes, land and other taxes; and the government would be prostrated for the want of means to sustain itself. We may then feel perfectly assured that our immense exports of breadstuffs to England will, at no distant day, be greatly checked by protective duties, levied by the English Parliament.

The extent of the market which England will then furnish for breadstuffs, may be gathered from the following extract from the Essays of Beatty on Agriculture:

"Flour is another of our great agricultural staples. The average annual export of that product for five years, from 1791 to 1795, inclusive, was 810,433 bbls. For the five years from 1822 to 1826, inclusive, the average annual export was 850,599 bbls. Here is an increase of less than five per cent. in thirty-one years, whilst our population increased, during the same period, from four to about eleven millions, that is, 175 per cent. But if we come down to a later period, we shall find the foreign market for flour diminishing instead of increasing. The average annual export of flour, for a period of five years, from from 1836 to 1840, inclusive, was only 600,396 barrels, whereas if the export of this product of agriculture had increased in a ratio with our population, since the year 1792, it would have been nearly four times as great as the average of 1791 and 1792, that is 3,241,740 bbls."—(Page 172.)

I will give only one other extract from Blackwood, which will show that the English free trade system does not work well in relation to other articles of commerce, beside breadstuffs. At page 534 of the November number of his magazine, he gives the following reflections of a traveler in Germany, in 1848:

"Pondering these things deeply, I strolled on from shop to shop, gleaning every where as I went statistics touching the manner in which our free trade innovations have affected the industry of Great Britain. For a year and a half the boot and shoe trade has been remarkably thriving; the London market being the most profitable in the world, and nothing but British gold exported in return. As to cotton manufactures Belgium and Switzerland have the monopoly of southern Germany. The trade in Bohemian glass is rapidly superceding, at home, the labor of the silversmith. A complete service, so beautiful that it might be laid out on the table of a prince, costs about thirty pounds; and the names of the British magnates, which the dealer pointed to with ineffable triumph as purchasers, were so numerous as to convince me that the deteriorating influence of free trade was rapidly rising upwards. The same may be said of the cutlery, which is now sent to undersell the product of the British artizan, in his own peculiar market. When we couple these facts, which may be learned in every continental town, with the state of our falling revenue, and the grievous direct burden, which is imposed upon us in the shape of property and income tax, it is difficult for any Briton to understand upon what grounds the financial reputation of Sir Robert Peel is based, or to comprehend the wisdom of adhering to a system, which brings us, in return, no earthly recompense or gain."

I need hardly remark, that if Great Britain cannot, with all her advantages, continue her free trade system without immense sacrifices, how is it possible that the United States should be able to do so for any length of time?

Our *immense* exports of flour, during the year ending 30th of June, 1847, gave us a prodigious stock of specie, which has hitherto furnished the means of bearing up under our free trade system; but that superabundance of the precious metals is rapidly leaving us. And if England, as she certainly must do, should change her policy, in relation to the admission of breadstuffs, free of duty, we may look for a degree of pressure in this country, arising from *free trade principles*, greater than has ever yet been experienced. A wise and prudent foresight, and energetic action to guard against the coming evil, can alone save the country from great distress, and the keenest suffering.

## ART. V.—CULTIVATION OF GRAPES IN MISSOURI.

Desiring to obtain facts relating to the cultivation of the vine in Missouri, we addressed letters to several individuals, requesting information in regard to the success of such experiments as had been made in their respective neighborhoods. It was our wish to ascertain the nature of the soil in which the vines were planted, the mode of treat-

ment, the varieties of grapes cultivated, and the degree of reliance that might be placed on the production of a fair crop annually. But, to none of these inquiries have we received any reply. We have, however, been relieved in some measure from our sense of disappointment, in this respect, by the appearance of the annual report of the President of the St. Louis Horticultural Society, from which we are permitted to make the following extracts. After giving a very interesting account of a great many varieties of native grapes, the President proceeds to say :

"If Europe had but one kind, and that an imported one, from which five hundred have been produced, we certainly have a great advantage in possessing all the fruits of her experience, and these several varieties besides, which nature has provided for us.

"The fact is already demonstrated that we can make good wine of the grapes we have. Our own members, and our German friends at St. Charles and Hermann have proved this. When our countrymen see that the business of wine-making is a profitable one, nothing I am sure will prevent them from going into it, unless it be the California fever. At Cincinnati, they think that 800 gallons of wine to the acre is a great yield, and it certainly ought to be satisfactory—500 to 600 gallons to the acre is thought to be a successful crop. But Mr. Weller, of North Carolina, says he can produce 2,000 gallons to the acre from the Scuppernong Grape, and it is said that Mr. Herbemont, some years ago, produced at the rate of 3,500 gallons per acre, from his Madeira Grape. One of our fellow-citizens at Hermann, Mr. Poeschel, has this last year produced from 600 vines, on five-sixths of an acre, 1200 gallons of must, for which he was offered at the press $1 50 the gallon. Is any California gold mine more profitable than this?

"At Cincinnati, there are now 300 acres devoted to vineyards, and the business has been found profitable, though the grape is by no means a certain crop. Late frosts in the spring, destroying the flower buds, and wet seasons producing rot in the berry, very often seriously disappoint the wine-grower. What the average yield has been, taking a term of years, I am not informed; but it is believed to be quite as productive as in Europe, where, it is said, they are satisfied if they can get a full crop once in four years.* The yield from the Catawba per bushel of good grapes, is about four gallons. It is probably the most profitable for the wine grower to sell his must at the press, as by that practice he would avoid the risk of losing his wine by bad fermentation, and also the consumption of time required to mature the wine. This part of the business properly belongs to the wine merchant, a character who will come into existence, whenever a sufficient quantity of wine is produced to make it an object. The extent of vineyard cultivation in our neighborhood is shown in a note, for which I am principally indebted to our Corresponding Secretary."

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* The average product per acre, in France, is stated by Bouissingault to be 179-9 gallons, and the entire product is 976,906,414 gallons The produce of the vineyards of the German States is returned at 59,180,000 gallons. Colman states that the number of acres in vines, in France, to be 4,929,950.

"*Statement of the number and extent of Vineyards cultivated in the vicinity of St. Louis.*

| | Have produced two crops. | Bearing first time, 1848. |
|---|---|---|
| *Hermann*—Nich. Poeschel, | | 1 acre. |
| Rummell and his neighbor, | 1 | |
| Bonig " " " | 1 | |
| Grehly " " " | ½ | |
| Maurer | ¼ | |
| Zimmermann, | ¼ | |
| Levenhard, | ½ | ½ |
| Reifenstahl, | ½ | ½ |
| Taubner, | | 1 |
| Heck, | | 1 |
| Sundry vineyards in all, | 4 | 4 |
| In all 16 acres, | 8½ | 7½ |

Product of Hermann for 1848, about 10,000 gallons, and $1 50 per gallon for good qualities have been offered and refused.

Mr. Poeschel has made 1,200 gallons of best quality of wine of 5-6 of an acre, and 600 vines.

From 20 to 30 acres will be trenched and prepared for vineyards.

Near St. Charles, there are several acres of vineyards in a productive state.

In and near St. Louis, there are some 5 acres or more, in small parcels, which will come into bearing in 1849.

Monroe county, Illinois—Mr. Mendell and a neighbor have in all about 3 acres planted in vine; the former has made about 200 gallons from 200 vines.

In St. Clair county, Illinois, there are certainly from 15 to 20 acres in vine, which will all be in bearing the coming season.

Among the principal cultivators, are Messrs. Engelmann, Hillgard, Huff, Weiseborn, Reinbold, Finklach, Schilling, &c.

In Madison county, Illinois, Messrs. Kuffle about one acre.

In Highland, Dr. Ryhmer, one; all others, about two. Total, five acres.

The rot has completely destroyed the crop of 1848 in that neighborhood.

Besides these, there are some vineyards near St. Genevieve, and some very good hock has been received here from Mr. Root, of that place. Some very good grapes have long been cultivated by the old French inhabitants there, which are said to be hardy, and annually productive, and in the opinion of Mr. A. Valle, "the best to be found in the west for the table."

The medium through which the foregoing facts are derived, is a sufficient guaranty for their truth; but, unhappily for our present purpose, the report does not embrace the facts which we most desired to obtain. The grape crop of Missouri in 1848, so far as the results are stated, was surely sufficient to satisfy the most extravagant desire; and if such results could be relied on through a series of years in succession, Missouri might challenge the world for a rival in grape growing.

But, information respecting the certainty of the crop, must be obtained, before prudent individuals can be expected to embark in the cultivation of grapes in Missouri; and we trust that some of our readers will furnish us with reliable facts respecting this important point.

The climate, the diversified topography and soil of southern Missouri, indicate this as the most favored wine producing district in the valley of the Mississippi; and if, when fairly tested, it should prove equal to our anticipations, we venture the prediction that, before many years, wine will become one of the most important staples of our State.

It is shown, by the report of the Secretary of the Treasury, that the wine imported into the United States, in the year ending the 30th of June, 1847, was valued at the custom house at $1,807,621; and the brandy imported, during the same period, was valued at $931,082—making the imports of the products of foreign vineyards, $2,738,703 in that year; but the duties paid to government, and profits to dealers, will increase the cost to consumers to at least $5,000,000 per annum. It is a fact well understood by every intelligent individual, that all our agricultural staples have reached a point, beyond which the quantity cannot be enlarged, without depressing the price. Indeed, it is generally conceded that a small crop of cotton, tobacco, or hemp, brings more money to the producers than a large one. In such circumstances, it is surely our true policy to divert a portion of our surplus labor to the production of wine—at least to the extent of our own wants. But scarcely anything appears more difficult than to induce our farmers of American birth, to adopt new pursuits, and of this we have an illustration in the foregoing report; for, judging from the names there mentioned, it would appear that the cultivation of the vine is at present confined to our own German population, exclusively; but the President of the St. Louis Horticultural Society expresses the opinion that, when the profits of this business shall be made known, nothing but the "California fever" will prevent our own countrymen from entering into it. This would seem to be a rational conclusion; but the people of the west possess no genius for pursuits that require scientific and patient observation; they are too restless and impatient to cultivate any plant that will require more than one year to produce its fruit; and as much as we desire to see our American population enter into this branch of industry, and enjoy its benefits, yet we believe that this, the most interesting of all rural employments, is reserved for the emigrants from Germany, and other parts of Europe. Be it so! Our native citizens have chosen those parts of the country congenial to their own tastes and habits; and, if they have left the most interesting portion to the enjoyment of foreigners, no one has a right to complain, and we shall rejoice to see the resources of the country developed, although our citizens of foreign birth only should reap the immediate benefits.

N. Longworth, Esq., of Cincinnati, who has devoted more attention to the vine than, perhaps, any other invividual in the United States, concludes his communication to the Commissioner of Patents, with the prediction that "the day is not distant, when this (Cincinnati,) and neighboring portions of the Ohio river, will rival the Rhine in the

quantity and quality of its wine." But, if we are warranted in forming an opinion from the limited experiments made in Missouri, we must conclude that this is a far more favorable region for the grape, than that around Cincinnati.

## ART. VI.—SHEEP HUSBANDRY.

We have received an interesting communication from H. Ancrum, of Ashly, Pike county, Missouri, on the subject of sheep husbandry; but, owing to the want of room, arising from a previous arrangement of matter for the present number, we have taken the liberty of condensing the substance of the article into as small a space as practicable. The object of the writer is to call the attention of capitalists and others to the subject of "sheep husbandry" in Missouri, and to offer such advantages as will induce them to join him in prosecuting this branch of industry, on a large scale. We have no acquaintance with Mr. Ancrnm, but find an excellent communication over his name, in the Patent Office Report of 1847, on "wool matrasses," and we have no reason to doubt his being trustworthy and competent to do what he proposes in regard to sheep husbandry. He states that he has, "at a great sacrifice, placed himself in a position to do the sheep business on the largest scale. That he is qualified, in every respect, by twenty years experience in Europe, and nine years in this country; that he possesses one of the finest situations in the United States for carrying it out on a large scale, and that the climate of that part of Missouri is particularly favorable to sheep. He has studied all the collateral branches of science connected with the economy of sheep husbandry, including scientific agriculture—the science of nutrition, physiology, anatomy, comparative anatomy, pathology, &c., and believes that he can add at least two years to the profitable existence of the animal; that, by his knowledge of the properties of food, and of the general management of sheep, he can greatly increase the secretions of wool; that he has been laboring twenty years to perfect his system, and has ransacked Europe and the Unlted States for information.

Mr. Ancrum is willing to take single flocks to be tended and kept on the joint account of himself and the owner; and, to such individuals as may not care to examine the annual accounts, he will pay ten per cent. per annum on the value of their flocks, and adds that he has "a mode of insurance by which the capital can never be lost."

We have not room at present to discuss the importance of wool growing; it is sufficient to remark that, with all the discoveries and improvements of the age, no substitute has yet been found, that is likely to supply the place of wool to any considerable extent, especially in the variable climate of the United States; indeed, it may be regarded as an article essential to the comforts of civilization, and we sincerely hope that our correspondent will receive such encouragement from the people of the west, as will fully reward him for all the labor which he has devoted to this important branch of industry.

# COMMERCIAL STATISTICS.

## IMPORTS INTO ST. LOUIS FOR FIVE YEARS,

*Commencing January 1, 1844.*

| ARTICLES. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| Bacon, casks | 24039 | 12472 | 12631 | 8620 | 11208 |
| Beef, bbls | 14100 | 10251 | 12346 | 7029 | 4172 |
| Bagging, pieces | 1019 | 1432 | 3299 | 6036 | 4594 |
| Bale Rope, coils | 11130 | 10798 | 5802 | 9229 | 14316 |
| Barley, sacks | 27033 | 35527 | 13212 | 15126 | 7005 |
| Buffalo Robes, bales | 8785 | 7782 | 5976 | 3567 | 3598 |
| Beeswax, bbls | 426 | 759 | 532 | 531 | 577 |
| Beeswax, sacks | 967 | 798 | 827 | 599 | 928 |
| Corn, sacks | 388502 | 478449 | 352381 | 44341 | 25270 |
| Coffee, bags, | 73770 | 77767 | 60450 | 46802 | 43476 |
| Cotton Yarn, boxes, bags | 12569 | 15147 | 17726 | 15322 | 13716 |
| Flour, bbls | 377703 | 435019 | 223670 | 132196 | 96203 |
| Fish, bbls | 3710 | 3484 | 1572 | 4006 | 1970 |
| Fish, kits | 2710 | 2734 | 2620 | 1492 | 1642 |
| Hemp, bales | 48573 | 81525 | 34738 | 30985 | 62732 |
| Hides | 47099 | 71877 | 84980 | 72918 | 42502 |
| Iron, bundles | 20713 | 15695 | 22651 | 13238 | 11647 |
| Iron, bars | 116252 | 91513 | 63712 | 59697 | 57316 |
| Iron, tons | 1678 | 1701 | 1716 | 964 | 880 |
| Lead, pigs | 677710 | 767656 | 763489 | 757908 | 621900 |
| Lard, bbls | 76048 | 31005 | 24542 | 8503 | 15792 |
| Lard, kegs | 13119 | 12247 | 19351 | 5362 | 19709 |
| Liquors, casks | 2983 | 3192 | 3122 | 2638 | 1752 |
| Molasses, bbls | 27245 | 21554 | 16774 | 11876 | 12068 |
| Nails, kegs | 45687 | 22789 | 33303 | 14831 | 23183 |
| Oats, sacks | 86719 | 101203 | 59620 | 21969 | 21916 |
| Oil, Lard, bbls | 569 | 478 | 274 | 292 | 688 |
| Oil, Linseed, bbls | 784 | 485 | 866 | 810 | 449 |
| Oil, Castor, bbls | 309 | 332 | 230 | 48 | 97 |
| Oil, Sperm, casks | 193 | 186 | 169 | 169 | 81 |
| Pork, bbls, | 94582 | 45922 | 15613 | 16199 | 46836 |
| Pig Metal, tons | 3978 | 2263 | 2504 | 1303 | 1110 |
| Rice, tierces, | 1299 | 782 | 8666 | 708 | 518 |
| Sugar, hhds | 23064 | 12661 | 13898 | 10237 | 10738 |
| Sugar, bbls, | 6852 | 4083 | 4917 | 3193 | 2679 |
| Sugar, bxs | 5068 | 15028 | 1090 | 1053 | 1607 |
| Salt, T. I., sacks | 56642 | 22983 | 15823 | 20278 | 49683 |
| Salt, G. A., sacks | 167079 | 92809 | 107581 | 82520 | 86001 |
| Salt, Kanawha, bbls | 48788 | 44380 | 62189 | 21684 | 14277 |
| Salt, L. B., sacks | 26687 | 17632 | 28478 | 20387 | 17454 |
| Spirits Turpentine, bbls | 1365 | 619 | 740 | 317 | 419 |
| Skins, deer, bales, | 2678 | 2697 | 1609 | 1862 | 1283 |
| Seed, flax, bbls | 5345 | 4992 | 4081 | 2045 | 4273 |
| Tobacco, hhds | 9158 | 10935 | 8767 | 12856 | 10013 |
| Tobacco, bxs | 5016 | 9592 | 6676 | 7372 | 4823 |
| Tallow, bbls | 2324 | 2217 | 1754 | 1705 | 5331 |
| Tar, bbls and kegs | 12051 | 5656 | 5235 | 4942 | 5141 |
| Wool, bales | 1398 | 2107 | 1903 | 1899 | 1377 |
| Whisky, bbls | 30492 | 30247 | 29832 | 29145 | 24147 |
| Wheat, bbls | 20360 | 97123 | 81350 | 77150 | 54887 |
| Wheat, sacks | 1006960 | 1222433 | 743491 | 382323 | 257632 |

## EXPORTS FROM ST. LOUIS, FOR FIVE YEARS,

*Commencing January 1, 1844.*

| ARTICLES. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| Bacon, assorted, casks, | 29206 | 14085 | 13641 | 7628 | 14963 |
| Bacon, bbls, | 6731 | 4092 | 4916 | 7788 | 6207 |
| Bacon, bulk, tons, | 1113 | 675 | 569 | 148 | 292 |
| Beef, bbls, | 16008 | 12798 | 20113 | 5324 | 5694 |
| Bagging, pieces, | 4217 | 3363 | 4784 | 8182 | 4248 |
| Bale Rope, coils, | 13362 | 12632 | 10016 | 12896 | 22431 |
| Beeswax, bbls, | 667 | 624 | 913 | 1219 | 1576 |
| Beans, bbls, | 4528 | 4490 | 4408 | 2170 | 1448 |
| Buffalo Robes, bales, | 5322 | 3879 | 3630 | 2716 | 7404 |
| Corn, sacks, | 314894 | 395683 | 243026 | 23478 | 25191 |
| Flour, bbls, | 412672 | 448614 | 359858 | 202790 | 130274 |
| Hides, | 39728 | 73586 | 44962 | 50828 | 57220 |
| Hemp, bales, | 40393 | 65752 | 31352 | 29604 | 52654 |
| Lead, pigs, | 557644 | 591791 | 663505 | 637033 | 553719 |
| Lead, bar, boxes, | 2041 | 3136 | 2932 | 1850 | 4442 |
| Lard, bbls, | 95719 | 39513 | 26412 | 13318 | 25127 |
| Lard, kegs, | 28354 | 21344 | 32729 | 15691 | 36410 |
| Oats, sacks, | 103203 | 16957 | 41176 | 8434 | 7889 |
| Oil, Linseed, bbls, | 684 | 1007 | 522 | —— | 40 |
| Oil, Castor, bbls, | 873 | 933 | 1269 | 1231 | 1458 |
| Oil, Lard, bbls, | 2051 | —— | 619 | 738 | 3337 |
| Pork, bbls, | 96656 | 56467 | 62820 | 22330 | 50225 |
| Pork, bulk, tons, | 2038 | 661 | 805 | 203 | 498 |
| Rye, sacks, | 4284 | 2250 | 1167 | 1750 | 4188 |
| Shot, kegs, | 2314 | 2506 | 4122 | 4216 | 3070 |
| Skins, deer, packs, | 2051 | 3700 | 2162 | 2687 | 2726 |
| Seed, flax, tierces, | 1655 | 660 | 1118 | 1306 | 3103 |
| Tobacco, hhds, | 8875 | 9881 | 8450 | 11284 | 9500 |
| Tobacco, manufactured, bxs, | 5963 | 4841 | 6183 | 7832 | 8844 |
| Tallow, bbls, | 846 | 2092 | 5955 | 1316 | 2313 |
| Wheat, bbls, | 9786 | 10318 | 16231 | 29796 | 16864 |
| Wheat, sacks, | 177013 | 640239 | 217319 | 68634 | 60894 |
| Wool, bales, | 1168 | 1414 | 1335 | 1326 | 1084 |

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## COMPARATIVE MONTHLY PRICES OF TOBACCO,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | 40 @$6 50 | $3 00@3 25 | $4 00@4 25 | $3 00@3 25 | $3 00@3 50 |
| February | 40 @ 6 50 | 3 00@3 25 | 3 75@4 00 | 3 00@3 25 | 3 00@3 50 |
| March | 40 @ 6 25 | 3 00@3 25 | 3 75@4 00 | 3 00@3 25 | 3 00@3 50 |
| April | 41 @ 6 50 | 3 00@3 25 | 3 75@4 00 | 3 00@3 25 | 2 50@3 00 |
| May | 77½@ 8 25 | 3 00@3 25 | 3 75@4 00 | 3 25@3 50 | 2 75@3 00 |
| June | 55 @ 8 25 | 3 50@4 00 | 4 00@4 25 | 4 00@4 25 | 3 75@4 00 |
| July | 40 @ 8 00 | 3 50@4 00 | 3 75@4 00 | 4 25@4 50 | 3 75@4 00 |
| August | 45 @ 8 25 | 3 75@4 25 | 3 75@4 00 | 4 25@4 50 | 3 75@4 00 |
| September | 55 @ 8 42 | 3 50@4 00 | 3 75@4 00 | 4 25@4 50 | 3 50@3 75 |
| October | 60 @ 9 41 | 3 75@4 25 | 3 50@3 75 | 4 25@4 50 | 3 50@3 75 |
| November | 50 @ 8 50 | 3 75@4 25 | 3 25@3 50 | 4 25@4 50 | 3 00@3 25 |
| December | 45 @ 8 00 | 3 75@4 25 | 3 00@3 25 | 4 25@4 50 | 3 00@3 25 |

## COMPARATIVE MONTHLY PRICES OF FLOUR,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | $4 68½@4 93¾ | 3 62@3 75 | 4 37½@4 50 | 3 62½@3 70 | 3 75 @4 00 |
| February | 4 68¾@4 34½ | 4 62@4 75 | 4 00 @4 12½ | 3 60 @3 62½ | 3 75 @4 60 |
| March | 4 37½@4 66½ | 4 37@4 50 | 3 87½@4 00 | 3 60 @3 62½ | 3 95 @4 12½ |
| April | 4 23½@4 43½ | 4 62@4 75 | 3 50 @3 62½ | 3 45 @3 50 | 3 70 @3 75 |
| May | 4 20 @4 32½ | 4 87@5 00 | 2 95 @3 00 | 3 65 @3 70 | 3 70 @3 75 |
| June | 3 70 @3 90 | 6 25@6 50 | 3 05 @3 10 | 3 65 @3 70 | 3 50 @3 55 |
| July | 3 86½@4 18¾ | 4 50@4 62 | 2 00 @2 25 | 3 70 @3 75 | 3 70 @3 75 |
| August | 3 46¼@3 82½ | 4 62@4 75 | 2 50 @2 55 | 3 45 @3 50 | 3 75 @4 00 |
| September | 3 86½@4 40¼ | 3 87@4 00 | 2 87½@3 00 | 3 00 @3 06¼ | 3 80 @3 90 |
| October | 4 09½@4 25 | 4 30@4 37 | 3 75 @3 80 | 3 12½@3 25 | 3 87½@4 00 |
| November | 4 12½@4 36 | 4 50@4 62 | 3 80 @3 87½ | 3 70 @3 75 | 3 56 @3 00 |
| December | 4 12 @4 34 | 5 00@5 25 | 3 75 @3 80 | 5 75 @6 00 | 3 75 @4 00 |

## COMPARATIVE MONTHLY PRICES OF WHEAT,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | Cts. 69 a87½ | 50a 62 | 70 a75 | 68 a70 | 65a70 |
| February | 59 a82½ | 80a 85 | 65 a68 | 60 a65 | 65a70 |
| March | 68½a92½ | 65a 75 | 63 a66 | 68 a70 | 75a80 |
| April | 68½a88½ | 80a 85 | 62½a65 | 65 a67 | 70a75 |
| May | 55 a82½ | 90a 95 | 63 a65 | 68 a70 | 70a72 |
| June | 52½a73½ | 110a125 | 50 a52 | 68 a70 | 60a62½ |
| July | 48 a70 | 80a 90 | 28 a40 | 70 a73 | 50a56 |
| August | 48¾a66 | 75a 85 | 48 a50 | 50 a53 | 60a65 |
| September | 51¼a80 | 70a 80 | 50 a53 | 54 a56 | 65a68 |
| October | 49 a83½ | 80a 87 | 60 a63 | 62½a65 | 60a62½ |
| November | 51¼a84 | 75a 85 | 57 a59 | 75 a80 | 70a73 |
| December | 60 a82½ | 77a100 | 58 a60 | 85 a90 | 67a70 |

## COMPARATIVE MONTHLY PRICES OF CORN,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | Cts. 29 a31 | 33a35 | 26a28 | 28a30 | 24a26 |
| February | 22¼a23½ | 35a36 | 24a26 | 28a30 | 25a26 |
| March | 19½a21 | 45a50 | 25a26 | 28a30 | 25a26 |
| April | 17½a19 | 45a50 | 21a23 | 29a31 | 25a26 |
| May | 17 a18½ | 33a34 | 20a21 | 27a28 | 26a28 |
| June | 19 a20 | 43a45 | 19a20 | 27a28 | 26a28 |
| July | 21 a23 | 33a35 | 16a18 | 29a30 | 33a35 |
| August | 22½a24½ | 33a35 | 17a19 | 26a28 | 28a31 |
| September | 28 a29½ | 31a33 | 23a25 | 24a26 | 28a30 |
| October | 28½a32 | 35a37 | 30a33 | 24a26 | 28a30 |
| November | 29½a32½ | 28a30 | 23a25 | 24a26 | 33a35 |
| December | 29 a31 | 28a31 | 28a30 | 30a35 | 30a32 |

## COMPARATIVE MONTHLY PRICES OF HEMP,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | $96 50a100 | 50a 60 | 65a68 | 58a60 | 70a75 |
| February | 80 00a 90 | 55a 65 | 58a60 | 58a60 | 70a75 |
| March | 77 50a 87 | 60a 70 | 58a60 | 58a60 | 76a80 |
| April | 75 75a 84 | 85a 95 | 52a55 | 62a65 | 73a75 |
| May | 70 75a 79 50 | 75a 85 | 48a50 | 68a70 | 70a73 |
| June | 71 50a 79 | 65a 72 | 48a50 | 68a70 | 60a65 |
| July | 79 50a 90 50 | 85a 95 | 46a48 | 70a75 | 58a60 |
| August | 90 00a100 | 90a100 | 48a50 | 60a70 | 65a70 |
| September | 92 50a102 50 | 90a100 | 44a46 | 65a68 | 70a72 |
| October | 96 50a107 50 | 105a115 | 46a48 | 60a65 | 65a68 |
| November | 101 00a111 | 105a120 | 48a50 | 65a68 | 63a65 |
| December | 100 00a111 25 | 100a110 | 56a60 | 62a65 | 60a62 |

## COMPARATIVE MONTHLY PRICES OF LEAD,

*For the last five years.*

| MONTHS. | 1848. | 1847. | 1846. | 1845. | 1844. |
|---|---|---|---|---|---|
| January | $3 97½a4 03 | 3 87a4 00 | 3 70a3 75 | 3 25a3 30 | 3 00a3 03 |
| February | 3 75 a4 00 | 3 87a4 00 | 3 70a3 75 | 3 32a3 35 | 3 00a3 03 |
| March | 3 88½a3 97½ | 3 80a3 85 | 3 40a3 45 | 3 10a3 12½ | 2 85a2 87½ |
| April | 3 45 a3 48 | 3 35a3 40 | 3 20a3 25 | 3 08a3 10 | 2 76a2 78 |
| May | 3 35 a3 37½ | 3 30a3 35 | 2 90a2 95 | 3 00a3 03 | 2 85a2 87½ |
| June | 3 34½a3 47½ | 3 45a3 50 | 3 30a3 35 | 2 95a3 00 | 3 00a3 02 |
| July | 3 53½a3 60 | 3 40a3 45 | 3 25a3 30 | 3 32a3 35 | 2 90a2 92 |
| August | 3 66 a3 70 | 3 35a3 40 | 3 15a3 20 | 3 25a3 30 | 2 93a2 95 |
| September | 3 75 a3 80 | 3 65a3 70 | 3 25a3 30 | 3 45a3 47 | 3 00a3 05 |
| October | 3 73½a3 78½ | 3 87a4 00 | 3 48a3 50 | 3 68a3 70 | 3 10a3 12 |
| November | 3 68½a3 77½ | 4 05a4 10 | 3 70a3 75 | 3 80a3 85 | 3 45a3 50 |
| December | 3 85 a3 87½ | 4 00a4 05 | 3 80a3 85 | 4 00a4 03 | 3 25a3 37½ |

*Arrivals of Steamboats at St. Louis, in each month, in the years* 1846 *and* '47.

| | From N. Orleans. | | Ohio. | | Illinois. | | Upper Mississippi. | | Missouri. | | Other Points. | | Cairo. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1846-1847. | | 46-47. | | 46-47. | | 46-47. | | 46-47. | | 46-47. | | 1847. |
| January, | 15 | 22 | 8 | 8 | 3 | 9 | 5 | 4 | 7 | 0 | 15 | 5 | 11 |
| February, | 33 | 15 | 24 | 16 | 42 | 8 | 31 | 8 | 1 | 1 | 21 | 6 | 10 |
| March, | 25 | 48 | 26 | 28 | 40 | 85 | 36 | 41 | 10 | 14 | 21 | 13 | 3 |
| April, | 27 | 77 | 35 | 41 | 44 | 91 | 55 | 74 | 20 | 32 | 14 | 12 | 1 |
| May, | 59 | 93 | 65 | 61 | 80 | 106 | 115 | 128 | 43 | 63 | 10 | 20 | 19 |
| June, | 36 | 49 | 52 | 37 | 51 | 60 | 98 | 91 | 47 | 48 | 11 | 13 | 8 |
| July, | 23 | 67 | 30 | 41 | 32 | 58 | 60 | 81 | 32 | 45 | 16 | 19 | 19 |
| August, | 32 | 24 | 44 | 37 | 32 | 41 | 56 | 51 | 29 | 32 | 18 | 24 | 10 |
| September, | 30 | 28 | 37 | 30 | 15 | 45 | 46 | 57 | 27 | 23 | 16 | 28 | 18 |
| October, | 32 | 22 | 48 | 67 | 41 | 57 | 61 | 80 | 18 | 31 | 37 | 34 | 18 |
| November, | 34 | 32 | 24 | 42 | 30 | 60 | 56 | 69 | 14 | 16 | 27 | 18 | 13 |
| December, | 49 | 25 | 27 | 22 | 36 | 38 | 44 | 33 | 8 | 9 | 26 | 12 | 16 |
| Total, | 395 | 502 | 420 | 430 | 446 | 658 | 663 | 717 | 256 | 314 | 232 | 201 | 146 |
| " in '45, | 250 | | 406 | | 298 | | 547 | | 249 | | 167 | | |

*Arrivals and Tonnage of Steamboats, &c., at St. Louis, during the years* 1847-8.

| | 1848. | | | 1847. | |
|---|---|---|---|---|---|
| WHERE FROM. | No. Steamboat arrivals. | Measured tonnage of steamboats. | Est. tonnage includ'g keels, flats, &c. | No. Steamboat arrivals. | Est. tonnage includ'g keels, flats, &c. |
| Illinois River, | 710 | 101,391 | 140,000 | 658 | 104,000 |
| Upper Mississippi, | 619 | 198,510 | 211,000 | 717 | 151,000 |
| Missouri River, | 363 | 57,640 | 57,640 | 314 | 55,000 |
| Alton, | 615 | 84,454 | 38,200 | 201* | 35,500 |
| Coast, | 105 | 23,120 | 12,000 | | 1,800 |
| Cairo, | 136 | 28,403 | 29,000 | 146 | 14,000 |
| New Orleans, | 443 | 173,223 | 120,000 | 502 | 100,000 |
| Ohio River, | 506 | 103,546 | 83,000 | 430 | 75,000 |
| Totals, | 3497 | 770,287 | 690,840 | 2968 | 536,300 |

*Recapitulation of the Number of Arrivals for four years.*

In 1848, 3,497—in 1847, 2,968—in 1846, 2,412—in 1845, 2,017.

Amount of Steamboat tonnage owned in St. Louis, - - 35,579,76

" Barge " " " " - - - 3,535,41

The number of Steamboats built in St. Louis in 1848, was 7, and the amount of tonnage 2,746,76.

Number of Steamboats engaged in the St. Louis trade in 1848, 260.

*NOTE.—Arrivals from Alton and the coast were not reported separately in 1847, but are supposed to be included under the head of "other points."

### *Lumber, Shingles, &c., received in St. Louis in* 1848.

Lumber, feet, 22,890,299; Shingles, 11,854,500; Laths, 1,701,005; Cooper Stuff, 1,322,196; Wagon do. 66,500.

*Wood*, number of cords measured, 39,865½.

### *Coal received and weighed at the different Scales in* 1848.

Number of loads, 21,922, number of bushels, 1,623,687. An increase of 170,000 bushels over the quantity received in 1847.

*Hay*, aggregate number of loads weighed at the different scales, 7,254.

## A TABULAR STATEMENT OF THE ASSESSMENT OF PROPERTY, RATE PER CENTUM, AND RECEIPTS OF THE TOWN AND CITY OF ST. LOUIS, FROM 1817 TO 1848.

| Years. | Assessed value of property. | Rate per centum. | Taxes assessed. | Taxes collected. | Mer-chants licens's | Inns, tav-erns & drm shops. | Wharf's | Other li-censes. | City com'ns. | Water Works. | Wharf. | Other sources | Total rev-enue. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1818.. | 1218390 62 | 40–100 | 4873 56 | 700 00 | | | | 200 00 | | | | 407 11 | 1307 11 |
| 1819.. | 1132163 33 | 30–100 | 3396 49 | 4454 77 | | | | 415 00 | | | | 355 00 | 6224 77 |
| 1820.. | 1024440 00 | 35–100 | 3585 54 | 3486 77 | | | | 450 00 | | | | 227 81 | 4164 58 |
| 1821.. | 955050 00 | 40–100 | 3823 80 | 2211 63 | | | 142 50 | 425 00 | | | | 421 87 | 3200 99 |
| 1822.. | 966170 00 | 40–100 | 3894 68 | 2228 44 | | | 158 00 | 473 66 | | | | 674 62 | 3435 22 |
| 1823.. | 810064 00 | 50–100 | 4050 32 | | | | | | | | | | |
| 1824.. | 1 28217 00 | 50–100 | 6137 54 | 7782 62 | 2312 07 | | 1791 75 | 170 00 | | | 686 37 | 4418 25 | 17161 02 |
| 1825.. | 785165 00 | 25–100 | 1979 42 | 486 09 | 775 01 | | 7 0 29 | | | | 197 07 | 667 32 | 3217 44 |
| 1826.. | 1103576 00 | 25–100 | 2519 69 | 1281 17 | 776 63 | | 1005 00 | 132 50 | 491 66 | | 611 60 | 734 70 | 4741 50 |
| 1827.. | 1175380 00 | 25–100 | 2988 45 | 2108 40 | 2038 34 | | 2880 00 | 152 50 | 1415 79 | | 1607 71 | 1984 48 | 11287 22 |
| 1828.. | 1510332 10 | 25–100 | 3775 83 | 1750 91 | 1168 12 | | 1650 00 | 295 00 | 921 00 | | 1286 17 | 10365 60 | 17436 80 |
| 1829.. | 1906 3 2 00 | 25–100 | 4765 95 | 3410 62 | 2398 33 | | 2991 32 | 903 00 | 1295 33 | | 1350 96 | 9310 62 | 20960 17 |
| 1830.. | 1830616 10 | 25–100 | 457 6 54 | 1674 87 | 1567 50 | | 2985 00 | 260 00 | 1276 47 | | 1295 38 | 6245 67 | 14391 89 |
| 1831.. | 2080 62 00 | 16½–100 | 3466 77 | 2589 20 | 1805 00 | | 4470 00 | 480 00 | 1580 67 | | 1594 99 | 5653 52 | 18654 28 |
| 1832.. | 2338584 00 | 16½–100 | 3897 64 | 2274 05 | | | | | | | | | |
| 1833.. | 2196672 00 | 12½–100 | 2745 84 | | | | | | | | | | |
| 1834.. | 2063698 00 | 12½–100 | 2769 61 | 818 06 | 1962 50 | | 3525 00 | | 2147 50 | | | | |
| 1835.. | 2221888 00 | 37½–100 | 8337 08 | 3827 16 | 2 90 75 | | 3950 00 | 1257 12 | 2022 00 | | 5255 28 | 3236 90 | 7281 40 | 24546 64 |
| 1836.. | | | | 11614 63 | 3930 00 | | 4545 00 | 1275 83 | 2220 40 | | 4746 69 | 6151 32 | 8050 69 | 31595 65 |
| 1837.. | 7425618 00 | 33½–100 | 21752 06 | 22924 83 | 7162 00 | | 8225 00 | 1110 30 | 4830 00 | 10139 98 | 5338 21 | 9485 26 | 5554 61 | 44481 14 |
| 1838.. | 8169657 00 | 40–1 0 | 33418 75 | 28257 79 | 4735 25 | | 7550 00 | 1690 00 | 4431 75 | 6655 88 | 8372 13 | 10649 43 | 14802 77 | 82306 04 |
| 1839.. | 7731260 00 | 50–100 | 39000 55 | 48738 54 | 5671 25 | | 8075 00 | 2050 00 | 6271 25 | 14190 39 | 12694 11 | 10441 97 | 13710 41 | 90167 16 |
| 1840.. | 8873662 00 | 50–100 | 43791 56 | 40195 96 | | | | | | | 20517 25 | 11716 76 | 23948 43 | 140178 87 |
| 1841.. | 8957196 00 | 50–100 | 45085 61 | 39406 67 | 7576 50 | | 8450 00 | 2200 00 | 5942 50 | 5922 21 | 14954 31 | 15187 16 | 29322 08 | 125366 07 |
| 1842.. | | | | 42113 65 | 7314 00 | | 6200 00 | 2500 00 | 9322 00 | 6919 81 | 12507 81 | 14115 19 | 36152 68 | 136145 04 |
| 1843.. | 8306469 41 | 87½–100 | 74795 23 | 92683 61 | 6661 98 | | 6413 50 | 2526 00 | 10535 80 | 30657 27 | 13402 10 | 17407 86 | 11463 76 | 193771 78 |
| 1844.. | 13350923 30 | 87½–100 | 122411 82 | 146774 19 | 9497 50 | | 6375 00 | 2495 00 | 5927 50 | 19961 39 | 14518 69 | 20739 25 | 18578 11 | 214809 63 |
| 1845.. | 14519591 53 | 1 per ct. | 145185 91 | 145672 26 | 8167 50 | | 6730 00 | 3128 87 | 5817 50 | 15794 23 | 15442 47 | 22449 23 | 19925 07 | 243117 13 |
| 1846.. | 15202120 37 | 1 per ct. | 152021 20 | 143513 31 | 10275 00 | | 10135 00 | 4212 00 | 6734 99 | 22475 66 | 17858 50 | 25210 44 | 18142 04 | 255556 84 |
| 1847.. | 16665145 76 | 1 1-20 | 174963 99 | 170629 63 | 12555 00 | | 8350 00 | 4966 00 | 7925 00 | 11823 49 | 25688 45 | 31231 05 | 19540 40 | 293359 05 |

THE PUBLIC DOMAIN.—From the report of the Commissioner of the General Land Office, it appears that the public domain comprises as nearly as can be estimated from official data, 1,442,217,197 acres. This much remained of the property of the country on the 30th of September last, after having disposed of 142,026,003 acres. The great body of it lies in the territories west of the Mississippi river and east of the Rocky Mountains, as in Oregon, New Mexico, and Upper California.

The quantity remaining undisposed of in the several States, is as follows:

| | Acres. |
|---|---|
| Ohio, | 876,466 |
| Indiana, | 3,572,645 |
| Illinois, | 15,693,076 |
| Michigan, | 25,097,296 |
| Wisconsin, | 28,863,773 |
| Iowa, | 27,868,038 |
| Missouri, | 29,766,740 |
| Arkansas, | 27,655,740 |
| Louisiana, | 23,677,775 |
| Mississippi, | 11,815,040 |
| Alabama, | 17,516,346 |
| Florida, | 36,137,437 |
| Total, | 248,500,372 |

Oregon contains 341,468 square miles, or 218,536,320 acres.
California " 448,691 " " 287,162,240 "
New Mexico " 77,387 " " 49,527,800 "

Quantity of private claims in these sections not ascertained.

There have been brought into market during the past year, 9,459,641 acres. It is estimated that about 9,113,400 acres will be proclaimed for sale during the present year.

In 1847, the quantity of land sold was 2,521,305 acres; and the amount of purchase money was $3,296,404 08. During the first three quarters of 1848, the quantity sold was 1,448,240, and the purchase money was $2,030,668. The whole quantity disposed of during these periods, *by sale and location of bounty land warrants*, was 5,887,550.

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ANNUAL REPORT ON THE STATE OF THE FINANCES OF THE UNITED STATES.

The receipts and expenditures for the fiscal year ending June 30, 1848, were—

| | |
|---|---|
| From customs, | $31,757,070 96 |
| From public lands, | 3,328,642 56 |
| From miscellaneous sources, | 351,037 07 |
| From avails of loans and treasury notes, | 21,256,700 00 |
| Total receipts, | 56,693,450 59 |
| Add balance in the treasury, July 1, 1847, | 1,701,251 25 |
| Total means, | 58,394,701 84 |

| | | |
|---|---|---|
| The expenditures during the same fiscal year were - | | 58,241,167 24 |
| Leaving balance in the treasury, July 1, 1848, of - | | 153,534 60 |
| The estimated receipts and expenditures for the fiscal year ending June 30, 1849, are— | | |
| From customs—1st quarter—by actual returns, - - | | $8,991,935 07 |
| From customs—2d, 3d, and 4th quarters—as estimated | | 23,008,064 93 |
| | | 32,000,000 00 |
| From public lands, - - - - - - - | | 3,000,000 00 |
| From miscellaneous sources, - - - - - | | 1,200,000 00 |
| | | 36,200,000 00 |
| From loans and treasury notes—1st quarter—by actual returns, - - | $10,127,200 00 | |
| From loans and treasury notes—2d, 3d, and 4th quarters, - - | 10,568,235 30 | |
| | | 20,695,435 30 |
| Total receipts, - - | | 56,895,435 30 |
| Add balance in the treasury, July 1, 1848, - - - | | 153,534 60 |
| Total means as estimated, | | 57,048,969 90 |
| EXPENDITURES, VIZ: | | |
| The actual expenditures for the 1st quarter ending September 30, 1848, were - - - - - - | $17,866,104 91 | |
| The estimated expenditures during the other three quarters, from October 1, 1848, to June 30, 1849, are— | | |
| Civil list, foreign intercourse, and miscellaneous, - - - - - | 12,169,354 61 | |
| Army proper, &c., - - - - | 10,464,809 80 | |
| Fortifications, ordnance, arming militia, &c., - - - - - - | 1,846,697 29 | |
| Indian department, - - - | 1,589,158 18 | |
| Pensions, - - - - - - | 722,706 12 | |
| Naval establishment, - - - - | 6,089,032 56 | |
| Interest on public debt and treasury notes, | 3,585,422 28 | |
| Treasury notes outstanding and payable when presented, - - - | 161,989 31 | |
| | | 54,195,275 06 |
| Leaving a balance in the treasury, July 1, 1849, - - | | 2,853,694 84 |

## COINAGE AT THE MINT OF THE UNITED STATES.

| | | |
|---|---|---|
| Amount of coinage at the mint and branches to the 31st December, 1846, | | $122,480,322 42 |
| Coined during the year 1847, | | 22,655,206 57 |
| Total to 31st of December, 1847, | | 145,135,528 99 |

COINED DURING THE YEAR 1848.

| | | |
|---|---|---|
| January, | $628,895 55 | |
| February, | 332,101 86 | |
| March, | 518,520 33 | |
| April, | 477,609 29 | |
| May, | 287,065 87 | |
| June, | 332,065 97 | |
| July | 419,052 55 | |
| August, | 398,607 87 | |
| September, | 651,282 38 | |
| October, | 411,464 50 | |
| | | 4,456,666 17 |
| Total amount of coinage to November 1, 1848, | | 149,592,195 16 |
| Total coinage, from March 1, 1845, to November 1, 1848, | | 38,717,909 25 |

## COTTON MILLS AT CANNELTON, INDIANA.

We have received the prospectus for the publication of a paper at Cannelton, Indiana, by Charles H. Mason, from which we are pleased to learn that "fifty or more gentlemen of extended influence, high standing, large capital, and residents of six States, have united under the most approved system of association, and determined to transfer the best features of the factory system to this position. The mills they are erecting are intended to be, not only productive of individual profit, but models for imitation."

This movement may be regarded as among the most important events in the history of the Mississippi Valley; for an association of so large a number of individuals, possessing the character and means attributed to these gentlemen, must challenge the consideration of capitalists not only in this, but in other countries also. And should success attend their enterprize—of which there can scarcely be a doubt—we predict that in less than twenty years from this date, a larger quantity of cotton will be shipped up the Mississippi and its tributaries to be manufactured, than to New Orleans for exportation. The age is pregnant with great events, and where else shall we find a theatre so well adapted to their exhibition, as this broad Valley? And when the advantages of manufacturing shall have been fairly tested here, and made known to the world, their growth will not be less wonderful than has been the increase of agricultural products in the most favored part of the country.

The "*Economist*," for such is the title of the paper proposed to be published at Cannelton, "although chiefly devoted to the manufacturing interest," will nevertheless embrace in its design the interest of every industrial pursuit calculated to develop the resources of the country.

As pioneers in this great work, we rejoice in the prospect of a coadjutor, and sincerely hope that his success may be equal to the importance of the cause which he has undertaken to advocate.

## NEW PERIODICALS.

"VALLEY FARMER," published by *Pickering, Penn & Co.* at No. 35 Locust street, St. Louis, Mo. Edited by H. GATES and E. ABBOT.

Mr. GATES is known to us as the Editor of the Iowa Farmers' Advocate, which he lately conducted with industry and ability. Having removed to this city where the facility of collecting matter is greater, we are prepared to expect a publication of more than ordinary interest, and feel fully warranted in recommending the "Valley Farmer" to the agriculturalists of the west, as a work highly worthy of patronage. It is published monthly at one dollar per annum—a price so small that it is surely in the power of every farmer to subscribe without inconvenience.

"THE WESTERN REGISTER, a monthly Journal of Commerce, Navigation, Science and the Arts. Published by *L. Pickering & Co.*

The first number of this work is devoted principally to commercial and other interesting statistics. It contains 32 pages, and is published at $1 per annum.

"THE ST. LOUIS MAGNET. Designed to illustrate the Philosophy of Human Nature. Doctors T. J. M'NAIR, J. C. HEBERLING, and F. G. SITTON, Editors and Proprietors.

The January number is the commencement of the second series of a work formerly edited by Dr. M'NAIR. The Doctor is an original, and rather a bold thinker, and his writings are calculated to interest the curious inquirer into the economy of Nature.

### ACKNOWLEDGMENTS.

We have received the *Southern Quarterly Review* for October, 1848. This is a number of sterling merit, and fully sustains the high character of the work. We beg to recommend this standard periodical to the patronage of our readers.

*Southern Literary Messenger.*—The last number of this excellent periodical contains, as usual, much interesting matter. Wherever we find this work in a family, we consider it a mark of good taste.

*Hunt's Merchants' Magazine* for January has been received. To the merchant, and indeed to men of every profession, this will be found a most interesting number.

*De Bow's Commercial Review* for December, is one of his best. This work deserves the patronage of the south and west. We shall be pleased to see it again on our table.

*Michigan Farmer.*—This excellent agricultural work comes to us enlarged, and we sincerely wish that its patronage may increase in proportion.

*The Western Law Journal* for January, is an excellent number. We beg to recommend it to the members of the bar throughout the country. We have also received from the Hon. T. WALKER, one of the Editors, an able treatise on the Rights of Women.

JOHN D. M'MURRAY. JAMES M. DORMAN.

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## WESTERN BANK NOTE,

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The Western Journal is designed to embrace every subject connected with Agriculture, Commerce, Manufactures, Mechanic Arts, Mines and Internal Improvement.

A portion of the work will be appropriated to Statistics, which will be collected and arranged with reference to the leading subjects contained in the respective numbers.

The development of the vast resources of the Valley of the Mississippi, and the improvement of the intellectual and social condition of its inhabitants, will be constantly kept in view; and the leading article of each number will be devoted to the advancement of these objects. In attempting to illustrate and give direction to the economy connected with the leading pursuits of the country, the Editors have undertaken more than has been done or proposed by any other journal with which they are acquainted. And it is by their labors in this department mainly that they expect to make the work useful.

Contributions are solicited on all subjects properly embraced in the design of the work.

☞ Clubs, composed of four or more individuals, will be furnished with the Western Journal at the rate of $2 50 per annum.

☞ Owing to the enlargement of the work, six numbers will hereafter constitute a volume, and a general Index will be made out to accompany the 6th and 12th numbers.

☞ Publishers of Newspapers who will give the foregoing prospectus one or more insertions in their papers, and pay one dollar, will be furnished with the work for one year.